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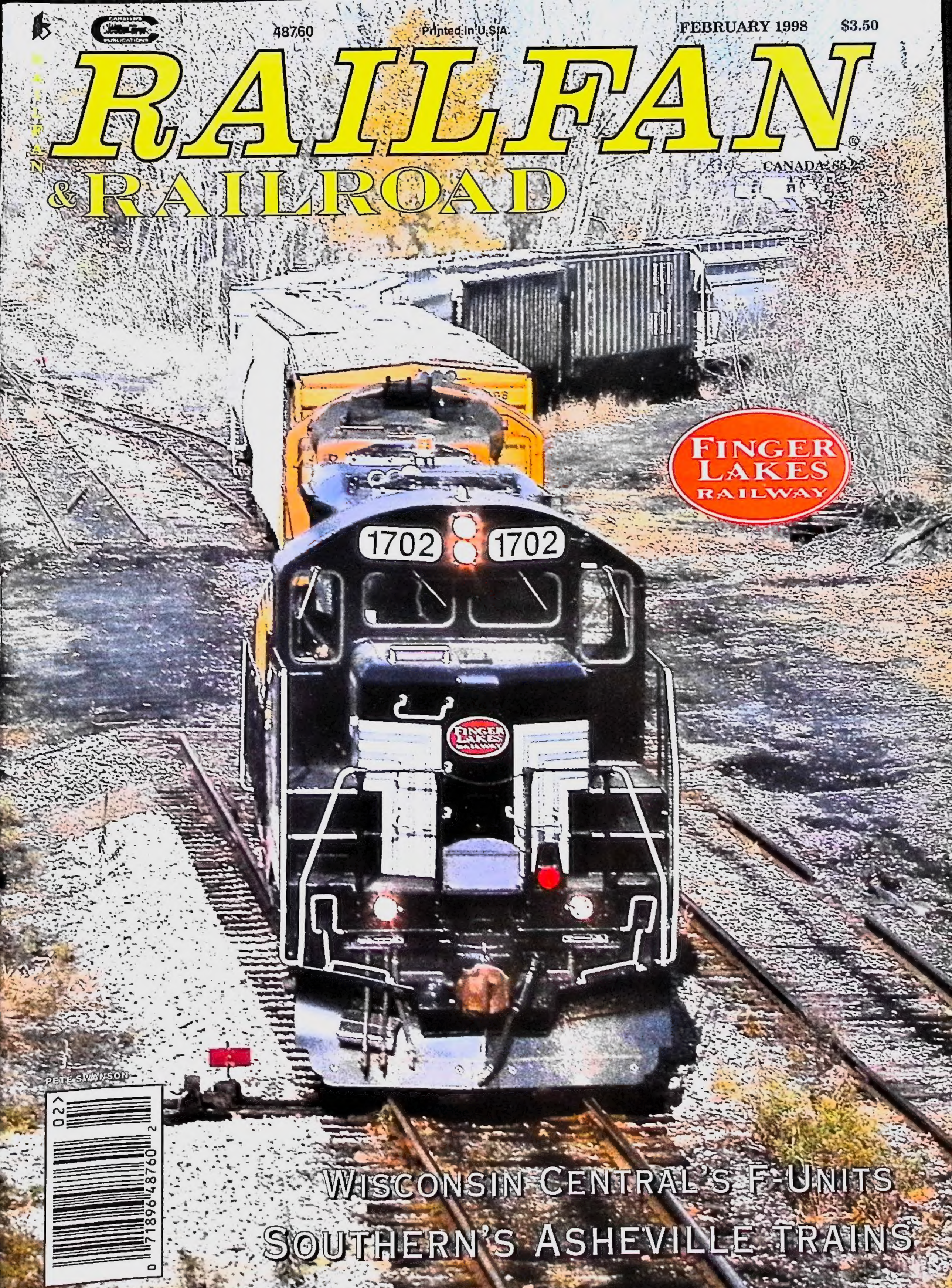

Wisconsin Central's F-Units

Southern's Asheville Trains

Belt Lines: NEW VIDEOS ! EJ&E - IHB - B&OCT

- ♦ Mainline action on the Elgin Joliet & Eastern, Indiana Harbor Belt and the ex Baltimore & Ohio Chicago Terminal (now CSX).
- ♦ See over 70 trains from: EJ&E, IHB, CSX, UP, C&NW, CP Rail, Conrail, Wisconsin Central, BN, ATSF, CN, GTW, SP, Norfolk Southern, Chicago Short Line, Amtrak and more.
- ♦ Locations include Rondout crossing, Leithton, Hawthorne Hills, West Chicago crossing, Eola crossing, Aurora, Walker junction, Plainfield, Des Plaines River crossing, Joliet, Griffith crossing, Van Loon crossing, Gary, Whiting, Hammond crossing, State Line crossing (ILL/IND), Blue Island junction, Argo crossing, McCook, LaGrange, Franklin Park and more.

A look at the mainline action on some of the Chicago area and northwest Indiana belt lines. This program focuses on some of the mainline action on the Elgin Joliet & Eastern (EJ&E), Indiana Harbor Belt (IHB) and CSX's ex Baltimore & Ohio Chicago Terminal (B&OCT). The EJ&E is the outermost Belt line around the Chicago area and crosses every major railroad coming into Chicago! The IHB and ex B&OCT intersect with most of the major railroads closer to and in Chicago. The EJ&E and IHB are heavy steel haulers as well as providers of transfer service among the other railroads. Many of the major roads run road trains and transfers on these belt lines and we capture the action. In addition we capture several EJ&E and IHB trains with their well-maintained classic EMD power and cabooses! There are seven active tower junctions shown in this program! Video captured from 1995 through late 1997.

Belt Lines: EJ&E - IHB - B&OCT
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BN lines from Chicago through Burlington Iowa. Locations include: Belt Railway of Chicago, Lisle, East Eola, EJ&E crossing, West Eola, Naperville station, West Naperville, Montgomery, Galesburg, Saluda, Mississippi River crossing including the turning bridge , West Burlington and more. Lots of new C44-9Ws in the Great Northern inspired paint scheme. No duplications with other BN, ATSF or BNSF tapes. All new for 1997. Lots of new trains and new symbols. Over 70 trains, including locals and road trains running to the Pacific Northwest.

MVP#273 ..... 90 Minutes $29.00

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Grand Trunk Western - *Volume 1*

Look at C N including the ex-GTW at locations in Minnesota, Wisconsin, Illinois and Indiana running on BNSF, BRC, IHB, Conrail and GTW tracks. Video shot from 1994 through late 1997. Locations include: Minneapolis, St. Croix River crossing, Savanna, Rock River crossing, Shabonna, Sugar Grove, Eola, Naperville, Lisle, Downers Grove, LaGrange, Belt Railway of Chicago, Blue Island junction, Griffith crossing, Spriggsboro crossings, South Bend and more. Great motive power variety with CN, GT, DW&P, CV. Over 60 trains.

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Southern Pacific- East 1997

A look at post-merger SP trains in Illinois and Indiana. See over 50 trains on the SP Chicago to St. Louis (SPCSL) route and on BNSF, EJ&E, GTW and Belt Railway of Chicago tracks. Locations include Wilmington, Dwight, Odell, Pontiac, Chenoa, Bloomington, Lincoln, Springfield, Aurora, Galesburg, Galva, Neponset, Naperville, Eola, Bedford Park, Chicago, Griffith and more. UP and C&NW power appears, but the SP, D&RGW and SSW power still dominates. No duplications with any other SP/UP tapes. See great merger consists and motive power variety!

MVP# 171 ..... 60 minutes $24.00

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AMTRAK'S COMMUTER SERVICE between Portland, Oregon, and Vancouver, Washington, was a short-lived project in mid-Septemberwhen construction work on a nearby highway bridge forced local officials to find alternate means of transportation for drivers. Amtrak F40PH 298 was seen leading nine Amfleet coaches and F40PH 378 with the 4:30 p.m. Interstate Bridge closure train from Vancouver (operating pull-pull) passing under the Fremont Highway Bridge on September 22, 1997. See RAILNEWS.

UP's CHEYENNE ROTARY was working east at Wattenberg, Colorado (**left**), on October 27, 1997, clearing drifts as deep as eight feet after a blizzard on October 24-25.

WISCONSIN CENTRAL'S anniversary GP40s 3026 and 3027 (**below**) were at Hearst, Ontario, under the Northern Lights on October 10, 1997. The units celebate both WC and Wisconsin state. See RAILNEWS.

KODACHROME: T. B. BAILEY / LIGHTING BY JIM BOBEL

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From the Publisher's desk: An Editor Emeritus

A RAILROAD MODEL CRAFTSMAN contributing author for some years, Jim Boyd and I first met in Chicago when Carstens Publications had an editorial opening on our companion FLYING MODELS magazine. Jim picked me up at Grand Central in his battered VW Bug which necessitated my entering the vehicle via the driver's door. While getting to know Jim I soon learned that his mother had built a full-size Pitts Special airplane and was an accomplished pilot. I also discovered that his father was in the casket business (their saying was "Don't go in a void, go in a Boyd!").

Jim was born in Dixon, Illinois, in 1941 within sight of the Illinois Central Railroad which ran steam until 1960. His interest in railroading is life-long, and he has also been involved with American Flyer S gauge and HO scale model railroading. After high school, he attended the University of Illinois and the Layton School of Art in Milwaukee, specializing in photography. After school he worked in the production and photography departments of television station WTVO in Rockford, Illinois, before going on the road as a field service representative for GM's Electro-Motive Division, working with deliveries of new diesel locomotives.

The EMD job permitted three years of travel, primarily in the Midwest, South and Northeast, riding on locomotives ranging from steel mill switchers to FP45 passenger diesels. Following a reorganization of the EMD Service Department, he worked for a year and a half as a brakeman on the Illinois Central Railroad out of Freeport, Illinois.

Jim joined FLYING MODELS as associate editor in 1972, eventually advancing to managing editor. He also served as associate editor of RAILROAD MODEL CRAFTSMAN. In late 1974 when RAILFAN (Now RAILFAN & RAILROAD) magazine was created, Jim was a natural to become its editor.

Jim has been a frequent presenter of railroad seminars and slide programs at club gatherings throughout the United States and is a leading exponent of railroad night flash photography. He has been active in several rail groups including the National Railway Historical Society and the Railway & Locomotive Historical Society.

In 1995 he underwent a three-way heart bypass operation and in 1996 he underwent surgery due to complications from diabetes. Jim has opted for early retirement which will leave him free from the hassle of deadlines and allow him to pursue personal interests and his new hobby of antique diving. He leaves a strong heritage for his successors to follow.

RAILFAN & RAILROAD

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COVER

Finger Lakes Railway GP9 1702, along with Buffalo & Pittsburgh GP9 208, are southbound on former-PRR trackage at Himrod Junction, N.Y., on November 6, 1995, approaching the former-NYC bridge. Kodachrome by Pete Swanson.

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Tape No. 128 "TRACKING A THOROUGHBRED" Covers the October 1996 "C&O 614 Steam Excursion" between Hoboken & Port Jervis.
1 Hour-Color-Sound

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"THE VERMONTER" is a seven part "cabride" on the New England Central between St. Albans, VT and New London, CT.
COLOR-SOUND

Tape No.119 New London to Willimantic, CT	1 Hour
Tape No.120 Willimantic, CT to Palmer, MA	1 Hour 20 Minutes
Tape No.122 Brattleboro, VT to Walpole, VT	1 Hour 20 Minutes
Tape No.123 Palmer, MA to Brattleboro, VT	1 Hour 20 Minutes
Tape No.124 St. Albans to Northfield, VT	1 Hour 20 Minutes
Tape No.125 Northfield to Hartford, VT	1 Hour

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Huntingdon to Johnstown, PA 4C
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Hamsburg to Philadelphia, PA 5
South Amboy, NJ to New York City 7
New Haven, CT to Providence, RI 9A
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Philadelphia to Penn Station, NY 14
New York City to New Haven, CT 15
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Sparks, NV to Oakland, CA(4 Parts) ..18A,B,C,D
White Fish to Havre, MT.(2 Parts) 19A,B
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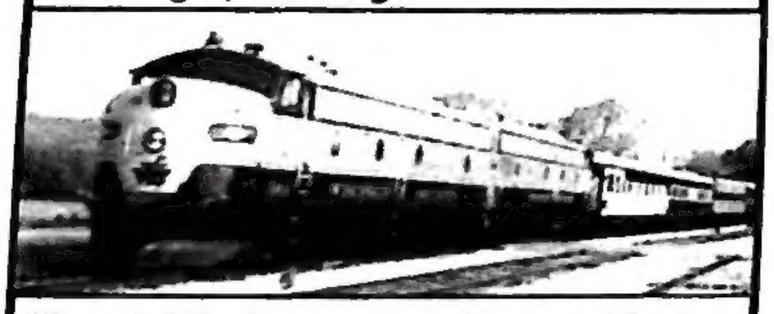
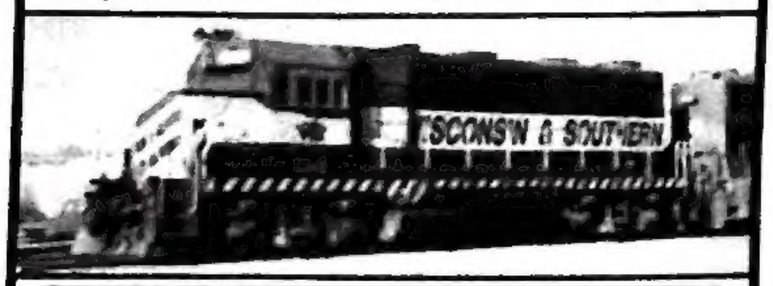


Wisconsin & Southern operates mainly on ex- Milwaukee Road trackage in scenic southern Wisconsin. The action includes yard, local, mainline freights & a cabride. WSOR's exquisite E9's are seen on a tourist passenger train out of Madison and also powering the famous circus train out of Baraboo, Wisconsin. Plus connecting RR's: BN, SOO/CP, WC, C&NW, Metra and a Whitcomb center cab at the coal facility in Prairie Du Chien. 114 Minutes Video with Narration.



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Competitive Conrail

I do not agree with Chris Kimler's comment regarding Conrail's alleged "passive service" in the November 1997 R&R (markers, page 63). I cannot understand how this seems to have become a prevalent perception. I realize that you are not privy to the internal decisions made by Conrail in their pursuit of customers' business. However, it seems as if even the things that Conrail has publicly done in an aggressive search for business have been largely ignored and dismissed by the trade and railfan press.

There are quite a few examples of Conrail's aggressive tactics where it went after business that it had decided had a good return that was worth devoting resources to. The double-stack clearance project in Pennsylvania and Ohio was a massive project that received little attention. Just the work that was done on several tunnels was a big project by itself. This doesn't include the tremendous effort expended in raising and/or removing signal, train and highway bridges or in lowering tracks under them, plus maintaining the normal rail and maintenance operation through the construction area. Although the state of Pennsylvania assisted in this project, Conrail more than matched this with tens of million dollars. They aggressively went after this project to increase intermodal business. Conrail obtained 100% ownership of the Monongahela Railway and purchased branches in central Pennsylvania in order to serve power plants in an aggressive pursuit of coal business. They've gained business from J.B.Hunt and other trucking companies. They remain the preferred transportation partner of the demanding United Parcel Service. They certainly did not get this business by sitting back passively waiting for it to happen. Conrail aggressively attempted to obtain the old Cotton Belt routes into Texas, but was turned back by the Union Pacific. There are other things that could be cited plus other successful efforts that are not open to public knowledge.

I think that you and others have misinterpreted Conrail's directed focus on devoting its efforts and assets to those projects with the best return as opposed to trying to be all things to all customers regardless of return as "seemingly reluctant to grow the business". It's an incorrect view and not an accurate portrayal of Conrail's performance in the 1980's and 1990's.

KEITH ROBBINS
Dearborn Heights, Mich.

Cartier's passenger trains

The splendid overview in the December '97 R&R of the Quebec Cartier Railway by Gary R. Zuters and Mel Wilson does not mention the line's former passenger service. I have a Summer 1974 schedule which consists of two mimeographed green sheets and lists four roundtrips per week, two from Lac Jeannine to Port Cartier and two from Mount Wright, southbound in the morning and northbound in the evening. The road at that time owned about a dozen assorted second-hand passenger cars.

I rode from Port Cartier to Lac Jeannine on Sunday, August 18, 1974. I took a taxi after lunch from Sept Isles westward to Port Cartier. The driver missed the road into the railway complex, so we took a gravel road back eastward along the river to the ore docks. When we encountered a locked gate, I got out and walked in. The crew switching the docks gave me a ride on their RSD15 to the locomotive shops. The ticket counter was located on the second floor in the dispatcher's office. There was no platform; the train loaded from a track next to the shops. It consisted of a green and yellow GP9, a streamlined round-end observation car pointed forward, a baggage car, a heavyweight coach, three streamlined coaches and observation car *River View* pointed rearward.

Nearly every seat was taken by the 5:00 p.m. departure time. Young hostesses in bright smocks passed out complimentary coffee to adults and lollipops to the many kids. They came through later selling sandwiches and beverages. Lac Jeannine arrival was on-time at 11:30 p.m. amid noisy confusion, as the train was met in the mine area by many cars and trucks picking up family members. The only illumination was from vehicle headlights. There were two or three taxis and I shared one with five other passengers to Gagnon, a few miles away. I stayed in a rustic hotel there and flew out from Gagnon airstrip the next day on a local flight to Montreal. The passenger trains were discontinued several years later.

RON SALTERS
Weymouth, Mass.

By the numbers

Here are a few comments and corrections to the Quebec Cartier roster in the December 1997 issue. QCR 68's serial number should be 83229 and QCR 79's number for MK should be 5401. The listing of former owners for QCR 91-96 is reversed from the rest of the roster — for example, QCR 91 is nee-DM&IR 50, ex-B&LE 881, while QCR 39 is nee-UP 2909, ex-DM&IR 909.

QCR 51, 53, 55 and 56 got their 170-series numbers when they were with Intermountain Western, and all saw other owners. GEXR 178 was Virginia Southern 178 before going to GEXR. It went from GEXR to the Pittsburgh, Chartiers &

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Youghiogheny and then was sent to the Dallas, Garland & Northeastern in June 1997. The 177 was Mid-Michigan for awhile, as was the 180. These units moved around on the RailTex lines and continue to do so. I probably do not have all the moves documented.

On page 44, the Baldwin S12 identified as No.30 has 203 in its number boards. This unit was Rayonier 203, then later went to U.S. Steel in Pittsburg, California, where it was No.16. It was numbered 76 by U.S. Steel in 1976 for the bi-centennial, then renumbered back to 16 before going to the Portola museum.

Alabama & Gulf Coast Railway GP30M 2176 on page 66 had another owner between the A&GC and when it was CSX 4230. Kyle acquired the unit from CSX in 1995 and numbered it Kyle 2176. It was in use this way before going to Alabama.

And finally, the news photo of Salt Lake, Garfield & Western 44-tonner D.S.1 heading east to be returned to its original identity as New York, Ontario & Western 101 — well, that unit is really O&W 105. The SLG&W purchased both O&W 101 and 105 and numbered them D.S.2 and D.S.1 respectively. Both units were used by the SLG&W.

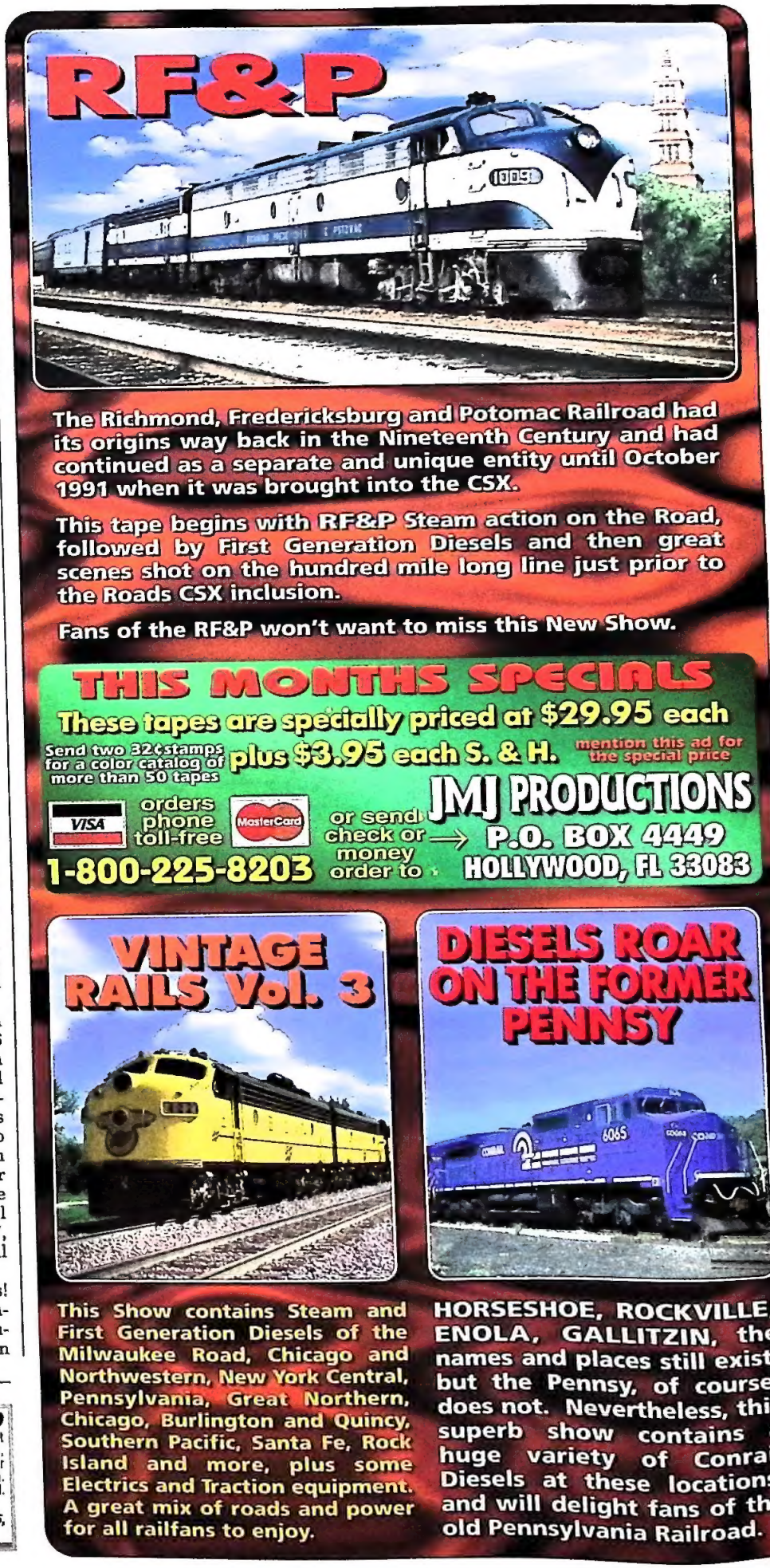
KEN ARDINGER
Sun City Center, Fla.

Next car, please

The article "The California Street Cable Railroad" in the December '97 R&R tweaked a another interest of mine — old automobiles. Upon finishing the article I zeroed in to identify as many autos as possible. Beginning on page 46, the auto just behind cable car No.56 is a 1941 Plymouth, to the right a '46 or '47 Plymouth (Plymouth grill style remained essentially the same from 1946 to 1948). The autos up the street from No.56 are a bit challenging. At the curb is a Packard, possibly a '39. The next three I'll guess to be General Motors products. Taking a really close look through the rear of car No.56, there appears to be an early Model "A" Ford. My first inclination on the car traveling up the hill put it as an L-29 Cord. Wrong! It is a '32 Graham. The final clue is the style of back bumper and single tail light mounting bracket.

At the top of page 47, in front of No.1 is a '47 Pontiac. To the rear appears to be a '36 Chevy truck. Next picture down is a Packard Clipper of that company's 19th and 20th series ('41-'42 and immediate post-World War II). Just up hill from car No.10 is a '47 Pontiac. On page 48 I will guess it to be a Chevy pick-up. The military truck in the large photo on page 49 to the left of car No.3, has been pressed into service by the U.S. Post Office to move Christmas mail (since the photo date is December 21, 1947, and judging by the sign hanging off the grill of the truck).

Yes, I did enjoy the review of cable cars! Before retirement as a school administrator, I had to renew my certificate on a regular basis. The wife and I always selected an


RF&P
The Richmond, Fredericksburg and Potomac Railroad had its origins way back in the Nineteenth Century and had continued as a separate and unique entity until October 1991 when it was brought into the CSX.
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Chessie's nine lives

COMMON BELIEF says that cats have nine lives. This is certainly true of Chessie, the kitten that symbolized the Chesapeake & Ohio. After the C&O merged with the Baltimore & Ohio and Western Maryland, Chessie not only remained the symbol for the combined railroads, but was its namesake as well. The Chessie System brought the cat to former B&O locations such as legendary Sand Patch grade in Pennsylvania, between Cumberland, Maryland, and Pittsburgh.

The Chessie System later merged with Seaboard System forming the railroad with no name, CSX Transportation. Alas, Chessie the kitten had been demoted from the symbol of a railroad to a mere initial. CSX soon embarked on a mission to paint all its locomotives into its gray and yellow, banishing Chessie and all her fallen flag siblings.

So now in 1997, eleven years after the formation of CSX, we find Chessie is still haunting Sand Patch. On September 1, 1997, a trio of GP40s, all with Chessie on the nose, were tied up for the Labor Day weekend in Rockwood, Pennsylvania (**above**). Units 6627, 6635 and 6629 (formerly Chessie System 4052, 4060 and 4054, nee-B&O 4052, 4060 and 4054 respectively) await their next assignment on the former-B&O main line.

On September 18, 1997, CSX train Q386 featured GP40 6565 (formerly Chessie 3790, nee-C&O 3790) still in Chessie paint (**below**). Trailing the 6565 was GP38 2107 (formerly Chessie 4807, nee-B&O 4807) still in B&O colors. The third unit in the consist was CSX GP40-2 6131 with its heritage as Chessie and B&O 4232 all but obliterated by CSX gray, blue and yellow.

Roll on, Chessie! May you have many more lives — S.B.

TWO KODACHROMES: RICHARD C. BORKOWSKI

area where we could relax weekends and evenings after class was out. San Francisco was our unanimous choice to get that retread over with. We had much fun riding cable cars and participating in the many other amenities available in that city.

CARROLL G. FADER
Ketchikan, Alaska

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

EASTON, PENNSYLVANIA, through January 10. Black & white photo exhibit featuring "Railroaders at Work" on the PRR New York Division in the early 1960s by Walter M. Berko at the White Birch Gallery, 135 Northampton Street. Open Tuesday through Saturday noon-5pm, Thursday until 6pm. Information from the White Birch Gallery, 135 Northampton Street, Easton, PA 18042; 610/923-5200.

CHICAGO, ILLINOIS, January 6-31. Black & white photo exhibit on "Union Station: After the Rush" by Mike Fitelson at the Chicago Atchitecture Foundation Lecture Hall Gallery, 224 South Michigan Avenue, daily 9am-6pm (Sunday 9:30am-5pm). Lecture on Union Station by Scott Rappe on January 7, 12:15pm-1pm. Free admission. Information call 312/922-3432, ext. 239.

PHILADELPHIA, PENNSYLVANIA, January 24. Super Saturday Streetcar Special V over SEPTA's southwest streetcar routes with Peter Witt car 8534. Numerous photo stops. Trip departs Elmwood car barn 10am. Tickets $28 from Wilmington Chapter NRHS, P.O. Box 1261, Wilmington, DE 19899. Information contact Steve Barry at 973/383-3355 9am-5pm ET.

HACKENSACK, NEW JERSEY, February 28. EastRail '98 sponsored by the United Railroad Historical Society of New Jersey at Bergen Technical School, 200 Hackensack Avenue South, 10am-6pm. Professional multi-media presentations covering the East Broad Top, snow plows, Erie Lackawanna MU's, Texas railroads, New York harbor operations, video from Mark I and more. Scheduled presenters include Greg McDonnell, Scott Snell, Rich Wallace, Bob Hart, Jr., Frank Etzel, Conrad Milster and Steve Barry. Tickets $12 at the door, $10 in advance from URHS, P.O. Box 711, Clark, NJ 07066-0711; information/credit cards phone 732/671-9644 evenings.

LOS ANGELES, CALIFORNIA, March 20-24. Steam to Mount Shasta tour featuring charter with McCloud Railway 2-6-2 No.25, *Shasta Sunset Dinner Train*, tour of Dunsmuir. Amtrak travel includes *San Joaquin* from Los Angeles to Sacramento and *Coast Starlight* from Klamath Falls, Ore., to Los Angeles. Fares start at $615 per person. A deposit of $100 by February 6 will hold space. Reservations/information from Pacific Railroad Society, Inc., c/o Barbara Sibert, 777 East Valley Blvd. #70, Alhambra, CA 91801; 626/570-8651 or 213/283-0087.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870) is sponsoring the following trips. Call or write for a complete catalog.

March 21, San Diego & Arizona Eastern spectacular using SP Black Widow GP9 and SP 4-6-0 between Tijuana and Campo.

May 17, McCloud Railfan Day using Alco 2-6-2 No.25.

September 17-20, White Pass & Yukon spectacular with charter steam and diesel with passenger, freight and mixed consists.

September 28-29, Cumbres & Toltec Scenic fall colors spectacular with double-headed 2-8-2s.

October 3-4, Nevada Northern spectacular with passenger, freight and mixed consists behind 4-6-0 No.40 and 2-8-0 No.93.

BOSTON, MASSACHUSETTS, September 12-19. *New England Fall Foliage Express* luxury train to railroad attractions in Maine, New Hampshire, Vermont, Connecticut and Rhode Island. Attractions include Conway Scenic and Mt. Washington Cog Railway. All travel during daylight, some segments of journey covered by motorcoach, all nights in hotels. Fare $2199 per person, double occupancy, includes all transportation, lodging, all attractions an most meals. Information from Great Train Escapes Rail Tours, Inc., 6417-A Fauntleroy Way SW, Seattle, WA 98136; 800/895-2554.

INTERNATIONAL TOURS

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South America, October 17-November 8, 21 charters in Chile, Argentina, Paraguay and Bolivia.

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Meeting in style

BURLINGTON NORTHERN & SANTA FE ran an impressive 19-car passenger special between Whitefish, Montana, which is located in the northwestern corner of the state, and Kansas City, Missouri. The train, with BNSF General Electric Dash 9-44CW's 739 and 740 on the head end, was in Whitefish, Montana, on Saturday, September 27, 1997, at 2:50 p.m. as it prepared to depart. The trip cut across Montana and Wyoming, ducked into South Dakota, bisected Nebraska and ended up at the confluence of the Missouri and Kansas Rivers in Kansas City. The reason for the train was a staff meeting called by Matt Rose, who was recently named Chief Operating Officer of The Burlington Northern & Santa Fe Railway Company. Sure beats sitting in a corporate board room somewhere — STEVE GLISCHINSKI.

NEW YORK RAILROAD ENTHUSIASTS, P.O. Box 040320, Staten Island, NY 10394 (e-mail NYRRE@JUNO.COM) is sponsoring a tour of **Holland and England**, April 27-May 7, 1998. Included is a Chunnel crossing, transit tours of The Hague, Amsterdam and London, rail museums, more. Price $1925, double occupancy. Write or e-mail for more details.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

January 3-4, Chantilly, Va., Capital Expo Center.
January 3-4, Jacksonville, Fla., Greater Jacksonville Fairgrounds.
January 3-4, San Rafael, Calif., Marin Center.
January 10-11, Columbus, Ohio, Franklin County Veterans Memorial.
January 10-11, Virginia Beach, Va., Pavilion.
January 10-11, Norcross, Ga., North Atlanta Trade Center.
Januray 17-18, Birmingham, Ala., Alabama State Fairgrounds.
January 17-18, Lebanon, Penn., Lebanon Valley Expo Center.
January 24-25, Upper Marlboro, Md., The Show Place Arena.
January 24-25, Tampa, Fla., Florida State Fairgrounds.
January 31-February 1, Collinsville, Ill., Gateway Center.
January 31-February 1, Monroeville, Penn., Pittsburgh ExpoMart.
February 7-8, Fort Washington, Pa., Expo Center.
February 14-15, Costa Mesa, Cal., Orange County Fair & Expo Center.
February 14-15, Niles, Ohio, Eastwood Expo Center.
February 21-22, Pennsauken, N.J., South Jersey Expo Center.
February 28-March 1, Edison, N.J., Convention & Expo Hall.

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $5 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.

January 3-4, Edison, N.J., Convention & Expo Center.
January 3-4, Houston, Texas, George R. Brown Convention Center.
January 3-4, Santa Barbara, Cal., Earl Warren Showgrounds.
January 10-11, Louisville, Ky., Commonwealth Convention Center.
January 10-11, Niles, Ohio, Eastwood Expo Center.
January 10-11, Salt Lake City, Utah, State Fairgrounds.
January 17-18, Syracuse, N.Y., On Center.
January 17-18, St. Louis, Mo., Cervantes Convention Center.
January 17-18, Tucson, Ariz., Pima County Fairgrounds.
January 24-25, Novi, Mich., Expo Center.
January 24-25, Peoria, Ill., Civic Center.
January 24-25, Sacramento, Cal., Exposition & Fairgrounds.

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January 31-February 1, Indianapolis, Ind., State Fairgrounds.
January 31-February 1, Albuquerque, N.M., Convention Center.
February 7-8, Columbus, Ohio, Exposition Center.
February 7-8, Portland, Ore., Convention Center
February 14-15, Somerset, N.J., Garden State Exhibit Center
February 14-15, Winston-Salem, N.C., Dixie Classic Fairgrounds
February 14-15, Daly City, Cal., Cow Palace
February 21-22, Austin, Texas, Convention Center.
February 21-22, Vancouver, B.C., Trade & Convention Centre

CLASSIC TRAINS AND EXHIBITIONS (c/o Glen Groff, 3385 Brigadoon Circle SW, Dalton, OH 44618; 800/833-0612) will have the following shows. Unless otherwise noted, hours are 10am-4pm and admission is $3 adults, kids under 12 free.
January 4, St. Clairville, Ohio, Hampton Inn
January 11, Mars (Pittsburgh North), Pa., Sheraton Inn
January 25, Massillon, Ohio, KofC Hall.
February 1, Marietta, Ohio, Lafayette Hotel
February 7-8, New Philadelphia, Ohio, New Town Mall (Saturday 11am-9pm, Sunday 11am-6pm, free admission).
February 15, Akron, Ohio, Akron Tadmor Temple

HAMILTON, MASSACHUSETTS, January 10. Model railroad and railfan meet sponsored by the Wenham Museum at Winthrop School Auditorium & Gym, Bay Road, Route 1A (1 mile north of the museum), 10am-4pm. Admission $3, kids 6-14 $1, family $7. Information: The Wenham Museum, 132 Main Street, Wenham, MA 01984; 508/468-2377.

WINSLOW, NEW JERSEY, January 11. The Great Winslow Junction Scale Train & Railroadiana Meet at the Winslow Fire Hall, Hall and hay Streets, 10am-3pm. Admission $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 (until 9pm ET).

WHEELING, WEST VIRGINIA, January 17-18. Train show at the Oglebay Resort, Wilson Lodge, Glestner hall, Saturday 10am-5pm, Sunday 10am-3pm. Admission $4, kids 6-12 $1. Information: Ron Warren, 20520 Lorain Road, Fairview Park, OH 4126-3424; 440/331-2900 or 440/941-5150.

SAVANNAH, GEORGIA, January 17-18. 9th Annual Model Railroad & Train Show sponsored by Coastal Rail Buffs, Inc., at the National Guard Armory, 1248 Eisenhower Drive, 9:30am-4:30pm. Admission $3, seniors/students $2, under 12 free with parent. Information: Ken Hufman, 414 Inglewood Drive, Savannah, GA 31406; 912/927-4976.

FALL RIVER, MASSACHUSETTS, January 18. 11th Annual Railroad Show sponsored by the Old Colony & Fall River Railroad Museum, Inc., at B.M.C. Durfee High School Gym, 360 Elsbree

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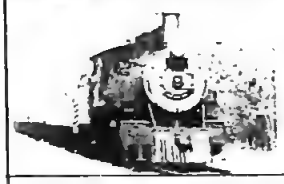

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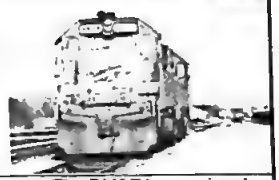

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PLANO, TEXAS, January 31-February 1. Dallas Area Train Show at Plano Centre, 2000 East Spring Creek Parkway, 10am-5pm. Admission $5, under 12 free. Information: Russ Covitt, 5560 Rice Drive, The Colony, TX 75056, 972/625-4012 (6pm-10pm CST).

WEST SPRINGFIELD, MASSACHUSETTS, January 31-February 1. Big Railroad Hobby Show sponsored by the Amhrst Railway Society at the Better Living Center and the Young Building, Eastern States Exposition, Memorial Avenue, 9am-5pm. Admission $5, kids 5-12 $1, under 5 free.

WICHITA, KANSAS, January 31-February 1. Air Capital Train Show & Swap Meet at Century II Expo Hall, 225 West Douglas Avenue. Information: Air capital Train Show, P.O. Box 3245, Wichita, KS 67201-3245 or Tim Duncan at 316/733-4625

YPSILANTI, MICHIGAN, February 15. 27th Annual Ann Arbor Model Railroad Train Show at Ypsilanti High School, Hewitt & Packard Roads, 10am-4pm. Admission $4, kids under 10 free with adult. Information: Andre Torres, 3487 Broad Street, Dexter, MI 48130, 313/426-0829

PEORIA, ILLINOIS, February 15. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, kids under 13 free. Information, Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012

GILBERTSVILLE, PENNSYLVANIA, February 15. Gilbertsville Train-O-Rama at the Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Prudhomme, 233 long lane Road, Boyertown, PA 19512, 610/367-7857.

CAMERA BAG

by JIM BOYD

Building a research library
Part one: periodicals

Working with R&R over the years, I have become increasingly aware that the secret to productive writing is having a research library readily available. Questions always arise like "what line was that before it became CSX?" or "is that a Dash-8 or a Dash-9?" or "when did the Lackawanna and Erie merge?" At Carstens we have a fine library of railroad books, and my office had its own voluminous shelves of frequently used reference books. It is really the only way to be able to write intelligently about unforgivingly technical subjects like railroading and history.

I have been taking black & white photos since the late 1950s and publishable color slides since the early 1960s, which will provide me with a lifetime of material to "mine" for future magazine and book projects. With my retirement this month from the editorship of R&R, I became keenly aware that the ease and productivity of my future writing would depend rather heavily on my having access to that Carstens library or building

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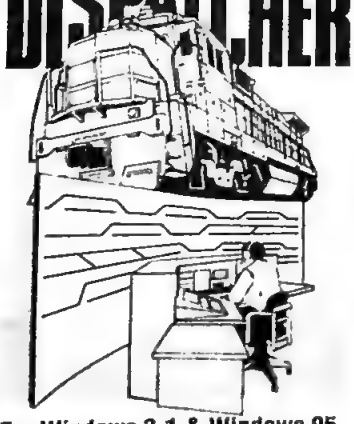

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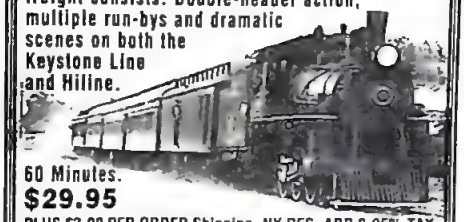

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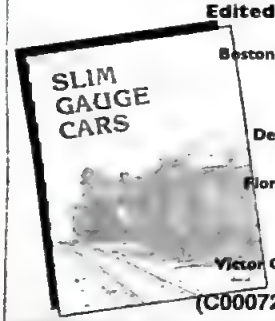

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one of my own. Fortunately, I have been accumulating a pretty good research library of my own, and anyone who is serious about rail photography should consider building a similar collection as an ongoing process.

Books come and go from the railfan market. Some of the most valuable research books go quickly out of print and should be recognized and purchased whenever they are available. But how do you know today what you will need or be interested in tomorrow? Permit me to share some thoughts on how to assemble a basic and universally useful railfan research library.

Magazines

Of course, start with R&R. That sounds like a crass commercial plug (which it unashamedly is), but there is sound logic behind it. There are two magazines which should form the foundation of any active railfan library: R&R and *Trains*. What makes these two in particular so valuable is that they are general interest publications which cover the entire spectrum of industry and fan information. And most importantly, they are annually indexed! All that information in most other general interest fan publications is nearly impossible to retrieve in later years because there are no annual indexes available. R&R and *Trains* provide real-time historical documentation of events and technology, and the scope of their coverage means that between them nearly every subject of interest to you in the future will likely be in there somewhere — and will be retrievable through the annual indexes.

The very best way to preserve these cornerstones of your library is to purchase the bound volumes that are compiled and sold annually by Carstens and Kalmbach — complete with the annual index bound into each volume. Then save your individual monthly issues in a binder (see the R&R binder amd bound volume ad on page 53). The binders have wires that go through the centerspread of each issue and keeps it in place — and the individual issues can be removed for photo-copying, something which is often difficult with the bound volumes. The secret to the success of binders, though, is to buy the binder at the beginning of each calendar year and keep it up to date by adding each new issue as it arrives. When the annual index issue arrives in the following year, remove it from the centerspread and slip it beneath the wire of the January issue at the beginning of each binder of the appropriate year. By doing that, your completed binder will be properly indexed.

I can hear Doug Cummings and Garreth McDonald screaming right now! Relax, guys, I'm just getting to you. Now, after you have established your base of general interest magazines, there are two specialty publications that should be in every fan's library: *Extra 2200 South* and *The Short Line*, published respectively by the two aforementioned gentlemen who are just now regaining their composure. These publications cover the industrywide spectrum in two specific fields: locomotives and short lines. And they are both excellent reference works in having annual indexes. The roster information in *Extra 2200 South* is the authoritative standard of the railfan field — in case of a conflict or question, Doug is always your safest bet, and that goes for the vintage Don Dover years as well. While no publication can be

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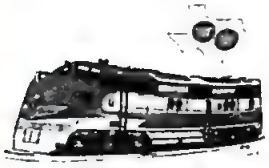

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100% accurate and up to date, *Extra 2200 South* has the best batting average in the business. Be alert when using their current production rosters, however, for orders that have not yet been manufactured can change between publication date and delivery of the units — always go with the most recent roster and cross-check against the lists of new builders numbers and locomotive sightings. Annual subscriptions (four issues) cost $15.00 from Extra 2200 South, 250 H Street, #820, P.O. Box 8110-820, Blaine, WA 98231-8110.

The Short Line is the *Extra 2200 South* of regional and short line railroads, reporting on the creation and demise of those hundreds of spin-offs and consolidations that take place every year as the big roads restructure themselves. This magazine is great for recording the creation and termination dates of new short lines and explaining the heritage, traffic, ownership and operations of the new lines, as well as filling out up-to-the-minute roster information. An annual subscription (six issues) costs $27.00 ($23.00 by second-class mail) from The Short Line, P.O. Box 607, Pleasant Garden, NC 27313. Between *Extra 2200* and *The Short Line,* there's not much that goes on in railroading that you won't be able to document.

Then come all the other regional and national railfan news and pictorial magazines. Some, like the northeast's *Railpace,* are accurately indexed, while most are not. They can provide up-to the-minute information, but the lack of indexes will reduce their long-term usefulness in a library — though I suspect that before long some cybergeek with too much time on his hands will ultimately index all of the rail magazines on the internet and solve that problem for us. So after securing your library with cornerstones of R&R, *Trains, Extra 2200* and *The Short Line,* fill out the foundation of your library with any other magazines that catch your fancy for either entertainment or information — including newsletters and magazines from the historical and technical societies in your field of interest.

The key to making any magazine collection useful is to preserve it complete in binders or twelve-issue slip cases. And by complete, I mean *complete.* You will never know what bit of critical information was in that missing issue — remember, Murphy was a railfan!

The *Official Guide*

Anyone who expects to do any historical research or writing must become familiar with *The Official Guide of the Railways,* which has been around almost as long as railroading itself (it began publication in 1867). Up until the Amtrak era of the early 1970s, the *Official Guide* listed the timetables, maps, interchange points and lines of virtually every common carrier railroad in North America, omitting only captive industrials. It showed main lines and freight-only branches, as well as passenger timetables and train consists like sleeping cars and diners. Its indexes listed each railroad by name in the front of the issue and every railroad station in America in the back, giving railroad and timetable number references. What railroad served Dixon, Illinois, in November 1964? Answer on page 947 of the November 1964 *Guide:* Chicago & North Western table 9 and Illinois Central (freight service only) table 50. The C&NW table on page 557 shows the schedules of Chicago-to-

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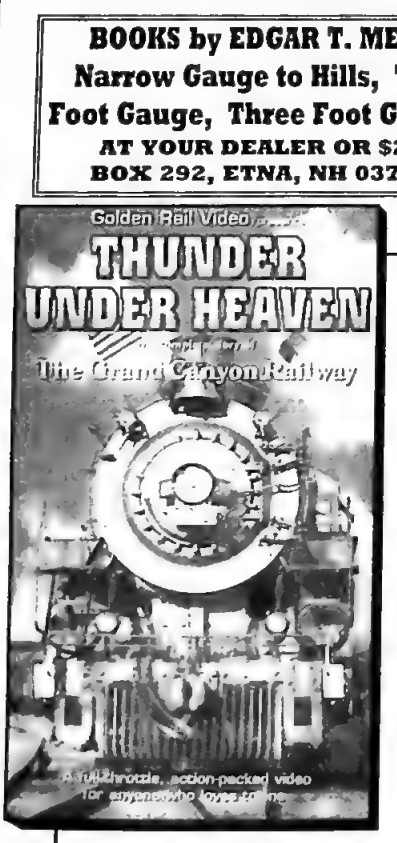

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Clinton daily except Sunday Trains 1 and 2 and Sundays & holidays Trains 11 and 12, with coaches on all trains and diner-lounge cars on 1 and 2 except Saturday on No.1 and Sunday only on No.11. There is also a detailed C&NW system map and a four-page listing of railroad officials from chairman Ben W. Heineman to Winston-Salem, N.C., district sales manager M.P. Adams, with similar data for the IC. The timetables show Dixon as C&NW milepost 97.9 on the 138.1-mile Chicago-Clinton run and ICRR milepost 35.8 on the 275.6-mile freight-only line between Freeport and Centralia. And this is just one tiny part of the data published every month in this mammoth pulp-paper volume (1140 pages in November 1964).

While any *Official Guide* is fascinating to peruse and own, my collection focused on a few specific issues to make writing particularly effective. Since having an entire collection of every month of every year is virtually impossible, I went to sell & swaps and railroadiana shows to pick up specific back issues to fill out my *Guide* collection: I wanted an issue right at or near each decade break and one in mid-decade. Thus I have January 1940, January 1950, January 1960 and January 1970 issues, as well as issues around 1945, 1955, 1965 and 1975. That way I can verbalize the context of virtually any railroad or passenger train; a train that appears in the January 1960 issue but not the 1965 issue can be generalized as having "been discontinued in the early 1960s." This is sufficiently accurate information of most railroad writing where more detailed documentation is not available. But if your collection has only 1958 and 1963 *Guides* which show the same thing, did it drop in the "late 1950s" or "early 1960s?" Thus the January issues of each decade year become significant research tools.

In the Amtrak era the *Guide* changed publishers and formats, converting to freight-only and passenger-only volumes, with the passenger issues tabularized like airline timetables, rendering them of considerably less interest to railfans interested in historical documentation rather than immediate "what train can I catch tomorrow to St. Louis" information. The freight *Guides* also seem to be a bit behind reality in depicting short lines, and the modern maps and timetables are often virtually useless. Two to four per decade would still be useful in a collection, however. Incidentally, the passenger edition was discontinued altogether a year or so ago, so you will probably need to rely on Amtrak and Via public timetables for information.

The best source for vintage *Official Guides* is the numerous railroadiana shows listed in our timetable column, and prices vary widely depending on demand and condition. Current copies of the *Guide* are available from Primedia, although at $80 apiece they don't come cheap. Call 800/547-8753 for details.

Next month we'll look at more things that make up a good research library.

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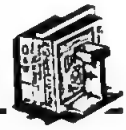

What's new?

The Ontario & Western Railway Historical Society's magazine, the *Observer,* shares its name with the employee magazine published by the railroad in the 1940s and 1950s. Occasionally, the society combines issues of their Observer to make a large special project. Their latest effort is a reprint of the first six original (that is, railroad-issued) Observers into one bound volume. The O&W magazines from 1941 (monthly April through August, plus a combined September-October 1941 issue) are included. It presents a real slice of 1940s life of the railroad and New York's Catskill Mountains. The reprint sells for $20.00 plus $3.00 shipping from the O&WRHS, P.O. Box 713, Middletown, NY 10940.

Calendar call

We have a ton of calendars to get through, so let's jump right in.

First up is the **Union Pacific Railroad 1998 Calendar,** issued by the UP. It folds out to almost 14"×20" and starts off with a system map. Inside are 12 color photos with subjects like SP AC4400s crossing the Cimarron River in Kansas, UP power under a rainbow near Cheyenne, Wyo., a coal train

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led by a GE AC4400 convertable being passed by a pig train led by a Dash 8-41CW near Washington, Mo., an SP rotary on Donner Pass and more. The calendar sells for $5.00 from Union Pacific Railroad, P.O. Box 7498, Kansas City, MO 64116-0198. By the way, UP solicits photos from railfans for use on its calendars, and pays $100 for each image used. For details see their ad in the January 1998 R&R on page 22.

Next is the **Kansas City Southern 1998 Calendar** from the KCS Historical Society. It contains a color photo on the cover and twelve black & white images inside. You'll find GP40-2M 4701 at the depot in Northport, Ala., a steam-era photo of the roundhouse in Mena, Ark., SD40-2P 688 on a rail train meeting GP38-2 4025 on a weed sprayer train at Marble City, Okla., F-unit slug 4055 in Shreveport, La., and more. The 11″×17″ fold-out calendar sells for $5.00 postpaid from KCSHS, P.O. Box 5332, Shreveport, LA 71135-5332.

Twelve color paintings by watercolor artist Ted Rose highlight the **Images of Railroading 1998 Calendar.** We find Santa Fe PAs under stormy skies at Amarillo, Texas, a Missabe 2-8-8-4 at Proctor, Minn., Frisco 4-8-2 1522 along the Spring River in Missouri, GG1s meeting at speed near Wilmington, Del., and more. The claendar folds out to almost 14″×20″ and is available for $11.95 plus $3.00 shipping from Cedco Publishing Company, 100 Pelican Way, Dept. 8500, San Rafael, CA 94901. Visa/MC users can call 800/233-2624.

There are 14 color images and one black & white in the **New York, Susquehanna & Western 1998 Calendar** from the NYS&W Technical & Historical Society, which folds out to almost 14″×20″. Scenes include E9 2400 on a freight in Binghamton, N.Y., GP18 1800 on a stack train at Passaic Junction, N.J., RDC M-1 in a rock cut at Stockholm, N.J. and more. It sells for $8.95 plus $2.00 shipping from NYSWTHS, P.O. Box 121, Rochelle Park, NJ 07662-0121.

The Three Rivers Railroad Heritage Council and the Heartland Railway Museum have issued an all-black & white **1998 Calendar** with 14 steam-era photos, all taken in Indiana. Included are PRR steam turbine 6200 at Fort Wayne, a NYC 4-8-2 at Waterloo, a neat broadside of C&O 2-8-2 1162 crossing the Wabash River, an Indiana Service Corporation streetcar and more. The calendar folds out to 11″×17″ and costs $8.00 plus $2.00 shipping from Three Rivers Heritage Council, P.O. Box 12828, Fort Wayne, IN 46866-2828.

The New York, Ontario & Western 1998 Calendar is the first all-color calendar from the O&W Railway Historical Society (after several black & white efforts) and features 14 photos of the Old & Weary. Scenes include a 2-8-0 at the station in Summitville, N.Y., F3 503 in Scranton, Penn., a fantastic photo from the cab of an F3 as FT 808 approaches the station in Roscoe, N.Y., a 4-6-0 camelback at the depot in Middletown, N.Y., and more. It folds out to 12″×18″ and sells for $10.00 plus $3.00 shipping from the O&WRHS, P.O. Box 713, Middletown, NY 10940-0713.

The Niagara Frontier Chapter NRHS has issued its **1998 Railroad Calendar,** featuring 13 black & white scenes from western New York and southern Ontario. You'll find a TH&B Hudson at the Buffalo engine house, a New York Central *Beeliner* RDC at Niagara Falls, a PRR Mikado under the Erie's Portage Viaduct at Letchworth State Park and more. The calendar is spiral bound, folds out to 11″×17″ and sells for $7.00 from the Niagara Frontier Chapter NRHS, c/o Ruth Woodworth, 358 Forbes Avenue, Tonowanda, NY 14150-4752.

The **Missouri Pacific Historical Society 1998 Calendar** features 14 black & white photos of scenes like Mikado 1313 near Syracuse, Mo., a pair of GP38-2s switching in Austin, Ark., FA's in the East Omaha engine facility, a Ten-Wheeler on a mixed train near Raymondville, Texas, and more. The calendar folds out to 11″×17″ and sells for $6.25 postpaid from the Missouri Pacific Historical Society, P.O. Box 330427, Fort Worth, TX 76163-0427.

The **Norfolk & Western Railway Historical Society 1998 Calendar** is all-color with 15 photos such as J-Class 604 near Blue Ridge, Va., Y6b 2177 at Iaeger, W.Va., GP30 546 passing under the Virginian bridge at Glen Lyn, Va., Virginian tug boat W.R. Coe at the coal piers in Sewells Point, Va., and more. It folds out to 12″×18″ and sells for $9.95 plus $2.00 shipping from N&WRHS Sales, 2328 Orange Avenue, NE,

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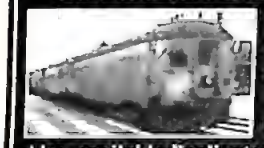
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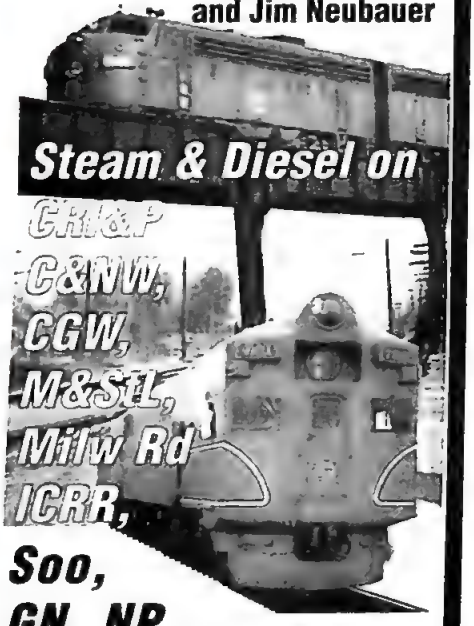

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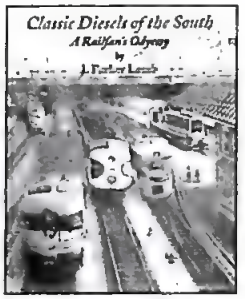
The **1998 New England Railroading Calendar** from the Mystic Valley Railway Society contains 14 color photos such as Valley Railroad's Chinese 2-8-2 at Ledyard, Conn., Naugatuck RS3 529 at Reynolds Bridge, Conn., MBTA LRV's at Newton, Mass., and more. The spiral-bound calendar folds out to 10"×16" and sells for $8.00 postpaid from the Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486.

Finally, the **Canadian Railway Scenes 1998 Colour Calendar** contains 13 scenes such as CPR Mikado 5214 at Guelph Junction, Ontario, CNR 4-6-0 1347 on a mixed train near Neepawa, Manitoba, CNR doodlebug D-1 at Tottenham, Ontario, F7A 9118 on a trestle at Rivers, Manitoba, and more. It folds out to 12"×18" and is available for $12.95 plus $4.00 shipping from Canadian Caboose Press, Box 844, Skookumchuck, B.C., Canada V0B 2E0.

Book reviews



Classic Diesels of the South, A Railfan's Odyssey, by J. Parker Lamb, published by TLC Publishing, 1387 Winding Creek Lane, Lynchburg, VA 24503-3776. 128 8½"×11" pages, hardcover. $26.95 plus $4.00 shipping and handling (Va. Res. add 4.5% tax).

A couple of years ago I was handed a big box to look through of 8"×10" glossy black & white prints of Parker Lamb's images of Dixie diesels. "This will make an awesome book," was my immediate reaction.

I was right.

Now bearing the title *Classic Diesels of the South* and the TLC Publishing logo, that collection of pictures can be enjoyed by everyone, as one of America's first true diesel-era photographers reminisces about growing up in the Deep South surrounded by the wondrous internal combustion locomotives that overwhelmed the region immediately after the Second World War. From a kid with mom's folding Kodak to a teenager in the high school camera club to the adult with an eye for composition, Parker Lamb recorded on film the remarkable array of railroading that he encountered in the area around his hometown of Meridian, Mississippi. Inspired by the early published works of Phil Hastings and Dick Steinheimer, Parker Lamb focused his efforts on the railroads of the Deep South where his family travels and later education and employment pursuits led him.

It was a wonderful era with classic first-generation subject matter that was generally overlooked by the other photographers from the more populous regions of the country. Essentially on his own, Parker developed a recognizable style — clean composition, framing, trackside elements, human interest and no-nonsense normal lens photography. If his work seems to look familiar, it's because he pioneered the photographic style that everybody today takes for granted as "basic good railfan action photography." Instead of Fujichrome and techno-telephotos, Parker Lamb had 620 Tri-X and a Kodak

rangefinder Chevron with a normal lens. But he could shoot in any weather and mastered pan shots and night photography. And instead of look-alike SD40-2s, his subjects were elegant E-units and chunky Alco FA's and workaday Geeps and RS3s and Baldwins and chisel nosed DL105s.

Parker Lamb's work defined black & white diesel photography before *Trains* Magazine was running even color covers. In their monochrome richness you can feel the humidity of the Gulf Coast and almost smell the grease and oil of the aged Meridian roundhouse behind the shiny new GM&O FA's. It captures the era like a Faulkner novel, creating an atmosphere that even vintage color slides could not capture. Black & white was the realism of that decade, and Parker Lamb was a master of it. Today's long-lens "creative" hotshots can learn a lot from his simple but authentic techniques.

Okay, so the guy didn't have Kodachrome or heavy glass, what's the big deal?

The big deal is the pure railroading in the genteel surroundings of the Old South, with semaphores, 40-foot "Dixie Line" boxcars and paint schemes right off the Styling Section drafting board. It's a Tennessee Central FA being loaded with traction sand by laborers with tin buckets. It's a GM&O DL105 panned at speed with the fireman's cab door open and his shirt sleeve flapping in the wind. It's a Norfolk Southern Railway Baldwin switcher framed in a boxcar door. It's a Seaboard FT awaiting a highball at Raleigh at night. It's a grimy Carolina & Northwestern RS11 and a shiny Winston-Salem Southbound Geep. It's Southern PA3s meeting outside Memphis. And it's the Central of Georgia in blue, gray and orange.

The pictures are run large and are reproduced well. The page layouts are occasionally a bit cluttered with caption boxes, but the strong imagery prevails. The text mixes a chronological description of Lamb's travels and encounters with capsule histories of the lines and situations depicted. The diesel spotting seems to be very accurate, and he even notes such subtleties as the fact that the identically styled stripes on the West Point Route F-units were actually silver for the A&WP units and white on their WofA sisters. And where else will you find complete chapters about cab rides on the Seaboard main line and a Tennessee Central freight?

This book is a wonderful look at an era that I lived through and fondly remember, recorded by a self-taught photographer who shared his craft with me when we met at the University of Illinois in 1960. The railfan world was black & white back then in a way that it will never be again — and the railroads were real, with style and class and human drama. It's that awesome box of 8"×10"s that can now be shared. Don't pass up the opportunity — JIM BOYD.

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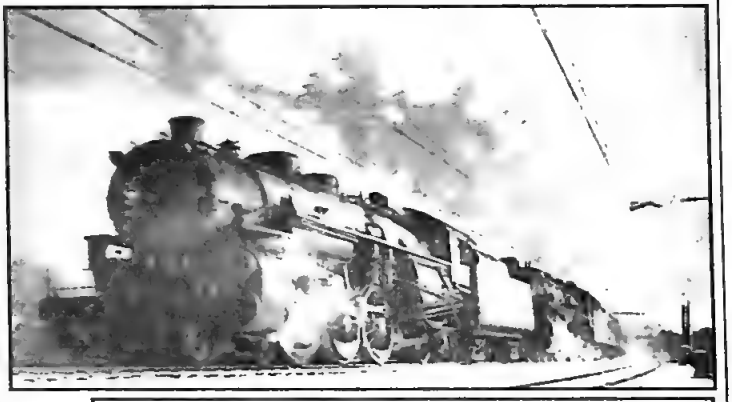

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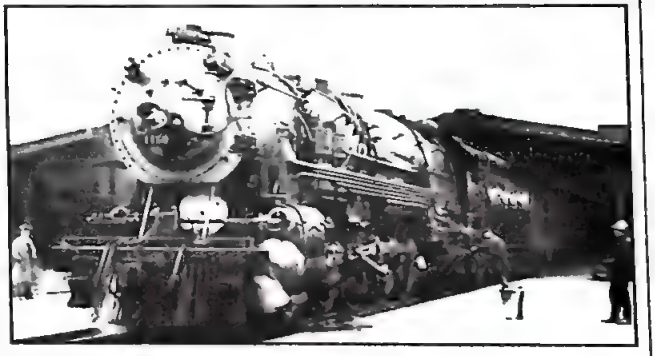

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The Railway & Locomotive Historical Society

THE RAILWAY & LOCOMOTIVE HISTORICAL Society's Railroad History Awards, in the Book and Article categories, were presented by Chairman Bill Howes in ceremonies at the Mid-Year Directors' Meeting of the R&LHS in Cumberland, Maryland. The R&LHS presentations were made in conjunction with the Annual Meeting of the Lexington Group at the Lexingtonians' September 25th banquet.

The 1997 George W. and Constance M. Hilton Book Award

To Christopher T. Baer, William J. Coxey, and Paul W. Schopp for *The Trail of the Blue Comet: A History of the Jersey Central's New Jersey Southern Division;* published by the West Jersey Chapter, National Railway Historical Society, 1994.

The 1997 David P. Morgan Article Award

To Mark Reutter for *The Life of Edward Budd* —Part 1: *Pulleys, McKeen Cars, and the Origins of the Zephyr*; and Part 2: *Frustration and Acclaim* in *Railroad History* 172 and 173, Spring and Autumn 1995.

The George W. and Constance M. Hilton Book Award is for an outstanding work of lasting value to the interpretation of North America's railroading history. Eligible for 1997 were books published in the three-year span from 1994 through 1996. This year's nominees were Christopher Baer, Paul Schopp and William Coxey, *The Trail of the Blue Comet: A History of the Jersey Central's New Jersey Southern Division*, West Jersey Chapter, NRHS, 1994; George Drury, *Southern Pacific in the Bay Area*, Kalmbach Publishing Co., 1996; H. Roger Grant, *The North Western*, Northern Illinois University Press, 1996; Henry Kisor, *Zephyr*, Times Books (Random House), 1994; William D. Middleton, *Manhattan Gateway: New York's Pennsylvania Station*, Kalmbach Publishing Co., 1996; David D. Perata, *Those Pullman Blues*, Twayne Books (Simon and Schuster), 1996; James Toman and Blaine Hays, *Horse Trails to Regional Rails: The Story of Public Transit in Greater Cleveland*, Kent State University Press, 1996; Bob Withers, *The President Travels by Train*, TLC Publishing, Inc., 1996.

The winner, *The Trail of the Blue Comet*, by authors Baer, Coxey and Schopp, has been praised by reviewers ever since it came out in 1994. The book is a testament to grass-roots publishing at its best. The West Jersey Chapter of the NRHS along with the authors deserve praise for the excellent layout of text and over 600 photos, as well as the book's many maps, full index,

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1997 Railroad History Awards

by William L. Withuhn

heavy paper and fine all-round production. This book is a labor of love, and by many people. Upon such patient, dedicated effort is the field of railroad history built.

The David P. Morgan Article Award is for an outstanding article or paper of lasting significance to the interpretation of North America's railroading history, published during the two years preceding the award. Eligible for 1997 were those published from 1995 through 1996, based on cover dates. This year's nominees were Ted Benson, *Richard Steinheimer's Half-Century of Rail Photography* in *Vintage Rails*, Winter 1996, Spring 1996 and Summer 1996; Keith Bryant, *Railroad Redundant: The Ft. Smith & Western Railway* in *Railroad History* 173 (Autumn 1995); Wayne Ellis and Herbert Harwood, *Ambiguous Giant: H. W. Pontin and His Rail Photo Service* in *Railroad History* 175 (Autumn 1996); Scott Hartley, *Metro North: Gotham Giant* in *Trains*, March 1996; Fred Matthews, *Farewell Southern Pacific* in *Pacific Rail News*, November, 1996; William D. Middleton, *The Interurbans of Iowa* in *Vintage Rails*, Summer 1996; Mark Reutter, *The Life of Edward Budd*, Parts 1 and 2: *Pulleys, McKeen Cars, and the Origins of the Zephyr* and *Frustration and Acclaim* in *Railroad History* 172 and 173

The winner, Mark Reutter, is a previous Article Award winner, taking top honors in 1995 for *The Lost Promise of the American Railroad* in the *Wilson Quarterly*. His *Life of Edward Budd* extends the story of that article by treating one of railroading's most important inventors and businessmen and the person who brought stainless steel and monocoque construction to railroad passenger cars. "Many books and articles have been written about the streamliners that rolled out of the Budd shops," the author states, "but comparatively little has been said about the guiding spirit behind some of the greatest moving structures of the twentieth century...."

What makes Reutter's article superior is the way it covers not only Budd's innovations and their rationale — which the article does exceptionally well — but also the way it reveals Budd's personality and the full context within which he worked. By article's end, the reader feels an understanding of Mr. Budd as one might of a special friend. Budd's modest dignity, his straightforward style of addressing either engineering or business problems and his warm respect for all the people who worked for him shine through. Reutter's paper is a valuable contribution to engineering history, and also a model of short biography.

Selection of the winners was by secret ballot of the Awards Panel. Because of his nomination in the Book category, H. Roger Grant was excluded from the voting. Members of the panel this year were Jim Boyd (RAILFAN & RAILROAD), Robert Church (Pacific Coast Chapter), Grant (*Railroad History*), Jim Henwood (NRHS and R&LHS book reviews), George Hilton (UCLA, Emeritus), Don Hofsommer (Lexington Group), Art Lloyd (Amtrak, retired), Rob McGonigal (*Trains*), Mark Smith (Great Eastern Publishing), Don Snoddy (Union Pacific Museum), Charles Zlatkovich (Southwest Chapter) and Bill Withuhn (Smithsonian).

One final note from this year's awards — after 16 years, Bill Withuhn is retiring as chair of the Awards Panel. Created by Bill in 1981 with inspiration from Jack White (who, among other things, suggested the name "Railroad History Awards"), the Society's awards are now well established. These awards honor not the executives nor the patrons but the "laborers in the vineyard" — the writers, the photographers, and the non-selfserving preservationists who care for, document, and interpret the interesting and accurate history we depend on. Their recognition is the point.

The Railroad History Awards will continue, and Bill thanks the Society for its many years of faithful support of the program.

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RAILNEWS

ROSEVILLE YARD BOMBED! While Union Pacific was rebuilding the former-Southern Pacific yard at Roseville, California (on the SP Roseville Subdivision, approximately 13 miles northeast of Sacramento), heavy construction equipment unearthed a 500-pound aircraft bomb. At first, construction crews believed it to be an old water heater, but after closer inspection, the object was determined to be a military weapon

The bomb had apparently been buried during the explosions of a burning munitions train at Antelope on April 28, 1973. The train, carrying 7000 aircraft bombs for use during the final days of the Vietnam War, was headed toward the Bay Area and stopped at Antelope when a fire broke out on board the train. The ensuing conflagration caused many of the large bombs to detonate, wiping out the small town of Antelope along with the west end of Roseville Yard. Southern Pacific rebuilt the yard immediately after the disaster but obviously did not clean up all of the munitions.

A U.S. Army demolitions team was called in and moved the bomb with a front-end loader to a four-foot deep hole dug by a tractor. The bomb was lowered into the hole along with plastic explosives, a large earthen berm was plowed around the hole and the bomb buried. At 1:41 a.m. the bomb was destroyed by the plastic explosives and did not itself detonate during the procedure.

Understandably, residents and local authorities are concerned that more bombs might be buried under Roseville Yard. Local law enforcement officials have stated that it's current Roseville Yard owner Union Pacific's responsibility to search for and remove any more buried bombs.

STATEN ISLAND RAILWAY The resumption of freight service on the Staten Island Railway has been shifted back to as late as the end of 1998. The reason for the delay is the suspension of the search for a designated operator for the line by the New York City Economic Development Corporation, the Port Authority of New York & New Jersey and Union County, New Jersey. This hiatus of action by the politicians to get the line running is being attributed to the NS/CSX shared assets corporation's interest in operating the line. However, the STB is not scheduled to announce its decision on the Conrail takeover until July 1998, which in turn pushes back the date on which NS and CSX can begin operation of their planned shared-assets corporation.

Because of the NS/CSX interest in the line and the resulting delay, the completion of the rehabilitation of the Arthur Kill lift bridge and the trackage in Staten Island, New York, which had been scheduled for December 1997, has been delayed until April 1998. Rehabilitation of former B&O/Staten Island Rapid Transit trackage between Cranford, New Jersey, and the Arthur Kill bridge has yet to start, as Union County must first complete a needs assessment study prior to the work. Ironically, the recent opening of Staten Island's Howland Hook Marine Terminal has resulted in significantly increased truck traffic on the area's congested highways.

BERGOO-TYGART LINE DEAL DONE The West Virginia State Rail Authority has finally acquired the former-Western Maryland line between Tygart Junction and Bergoo from CSX. The east-central West Virginia rail line is 132 miles long and was purchased with funds from a $3.5 million grant, which also includes upgrading the line, which was approved by West Virginia governor Cecil Underwood. The acquisition of the line does not include the depot and yard trackage in Elkins. The SRA is planning to spend an additional $500,000 to upgrade the ten-mile former Western Maryland Dailey branch between Elkins and Dailey.

SRA general manager and executive director John Hedrick is pleased with the acquisition and is now planning future uses for the line. At this time, the state plans to keep the portion between Tygart Junction (where the line connects with CSX's former-B&O Grafton line) and Elkins open and will be accepting proposals from prospective operators. In addition, the SRA has entered into an agreement with the West Virginia Department of Natural Resources to utilize the line to stock fish and enforce game laws. Two marketing studies of the line have been done; one involves freight and the other passenger for tourism purposes. (It is possible that certain fantrips on the Cass Scenic Railroad may be extended north of Spruce.) Amidst the speculation, the first priority of the SRA upon assuming ownership of the line was to reopen the Dailey branch, which has been out of service since 1982. Hedrick has stated that the branch is scheduled to be back in service by 1999 — KENNETH R. COBB.

BERLIN MILLS RAILWAY TAKEN OVER The St. Lawrence & Atlantic Railroad Company, a subsidiary of Emons Transportation Group, is now operating the Berlin Mills Railway Company of Berlin and Gorham, New Hampshire. The railway is owned by Crown Vantage Paper Company (which in turn is owned by James River Paper Corporation) and serves Crown Vantage mills in Berlin and Cascade. The deal consists of an initial lease term of ten years with an option to renew for five years at the end of the term. St.L&A will make annual payments of $100,000 and expects that over $700,000 of additional revenue per year will be generated by the line. In addition to the leasing the trackage, St.L&A is utilizing two former Berlin Mills SW1s 739 and 741. For the time being, they will remain in their present Berlin Mills colors of metallic silver with a red band all the way around the locomotive.

In the past year St.L&A and Crown Vantage have moved over 2000 truckloads from Maine and New Hampshire highways to the local rail network. With the new lease agreement, St. Lawrence & Atlantic will be able to directly serve the plant and deliver cars to it connections with Canadian National at Island Pond, Vermont, and Guilford (Springfield Terminal) in Danville Junction, Maine.

NEW YORK CROSS HARBOR RAIDED BY FEDS Early on the morning of Saturday, November 15, 1997, 25 carloads arrived at the South Brooklyn, N.Y., yard of the New York Cross Harbor Railroad. The difference was, these were not rail cars, but rather motor vehicles loaded with U.S. Marshalls who converged on the railroad's offices and seized everything. This action had apparently been threatened for months due to allegations of non-payment of taxes and other violations. It is reported that NYCH owner Bob Crawford will fight the shutdown in court and, at the time this was written, has until the end of November to produce the money he owes the government.

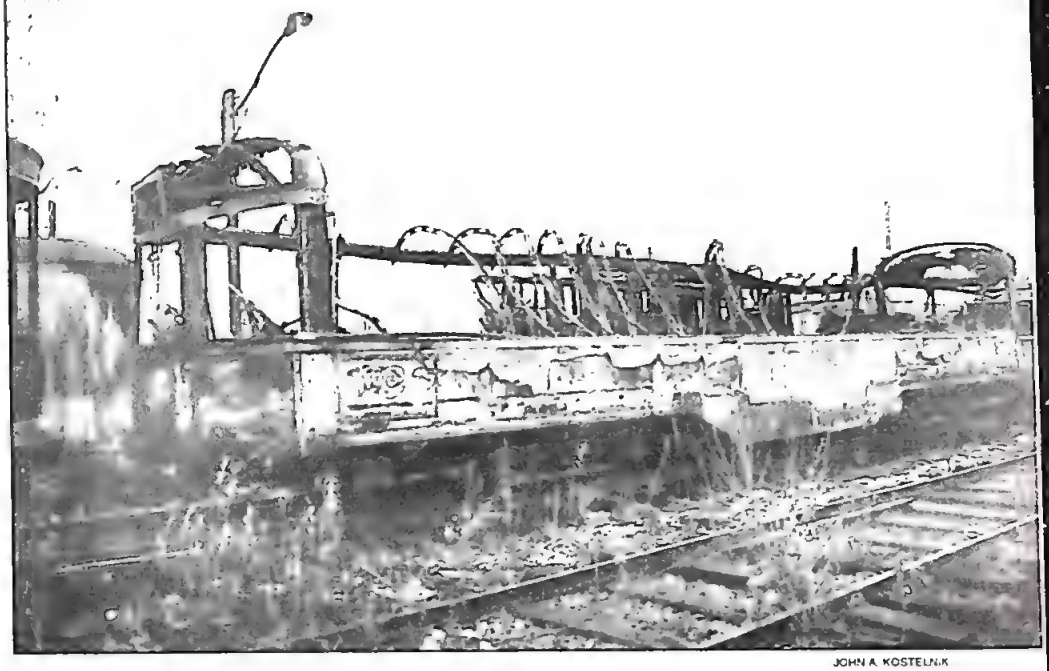
Despite rumors that New York & Atlantic Railway will be named as the designated operator of the NYCH by the STB, the Cross Harbor remained in business as of the following Monday, November 17th. On that day, NYCH crews were called for jobs in both South Brooklyn and Greenville, New Jersey. The same day a contract tug operator had moved at least two car floats across New York Harbor.

AMTRAK'S COMMUTER SERVICE For six days in September, Portland, Oregon, temporarily joined the ranks of other West Coast cities offering commuter services to their residents. The Interstate Bridge, which carries Interstate 5 between Portland and Vancouver, Washington, across the Columbia River, was scheduled for a 21-day closure to allow repairs to the lift span of the original 1917 bridge used for northbound traffic. The shut-down would force all traffic onto the three lanes of the adjacent southbound bridge, built in the 1950s when I-5 was completed. C-Tran, the local Vancouver transit agency, developed a plan to provide alternate transportation to commuters who normally drove across the bridge. Surplus buses were leased from Seattle and temporary park-and-ride lots and express bus routes to downtown Portland were established. One of these alternates was called "Route 94," which was actually a commuter train operating over ten miles of BNSF trackage between Portland Union Station and Vancouver.

With funding provided jointly by both Oregon and Washington Departments of Transportation, Amtrak was contracted to run three rush-hour weekday morning southbound trips and three northbound trips in the afternoon along with two reverse trips to reposition equipment. The train (page 3) was comprised of nine 84-seat Amfleet coaches and a baggage car with an F40PH on each end operating pull-pull. The baggage car was used to carry mail between the Vancouver and Portland post offices. As an additional incentive to entice commuters to leave their cars, fare collection was suspended on the entire C-Tran system during the 21-day period, including the commuter trains. Riders were also given an all day free transfer to use Portland's Tri-Met system.

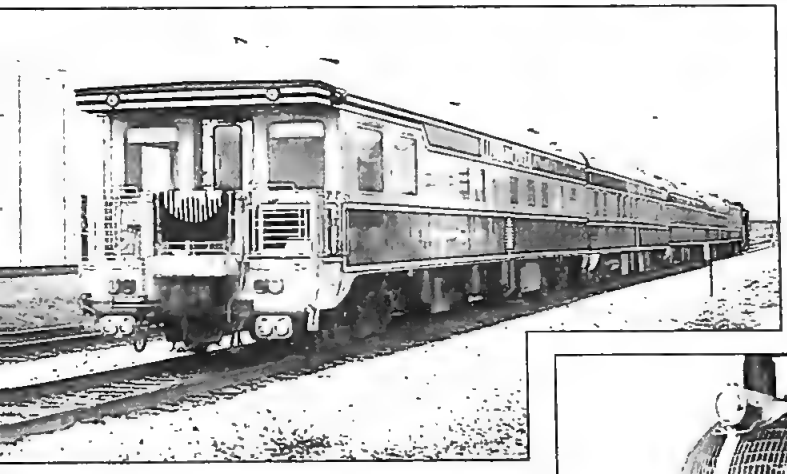
The Interstate Bridge closed on schedule on Tuesday, September 16th, but the expected traffic jams never developed, and dimished traffic flowed across the bridge with few problems. Train ridership averaged about 1300 per day , with between 500 and 600 passengers

DISASTER STRUCK on October 22, 1997, when fire from an unknown source ripped through several historic street cars at the Northern Ohio Railway Museum. Lost in the blaze were Shaker Heights Rapid Transit car 11 (formerly 1211, built in 1915 by Kuhlman) and Pittsburgh Railways snow sweeper M-30 (built in 1895 by McQuire Manufacturing.). Heavily damaged in the yard fire were Toronto Transit Commission PCC 4656 (built in 1923 by CC&F), Toronto Transit Commission Peter Witt 2778 (built in 1946 by Pullman) and Lake Shore Electric Freightrailer 464 (built in 1919 by LSE-Sandusky). The Shaker Heights car (**right**) was photographed a few days after the fire. The sad irony to the mishap is that N.O.R.M. is in the process of building a nine-place carbarn to house these now destroyed pieces of equipment. A fund drive is currently underway to build the carbarn, as well as repair the salvageable cars. Donations are needed and would be greatly appreciated. To help out, you can send a check to Northern Ohio Railway Museum, P.O. Box 458, Chippawa Lake, OH 44215-0458. N.O.R.M. owns over two miles of former-Cleveland Southwestern track and is currently constructing approaches to the carbarn and loop trackage on its 30 acres of property.



JOHN A. KOSTELNIK

LARRY R. STILES

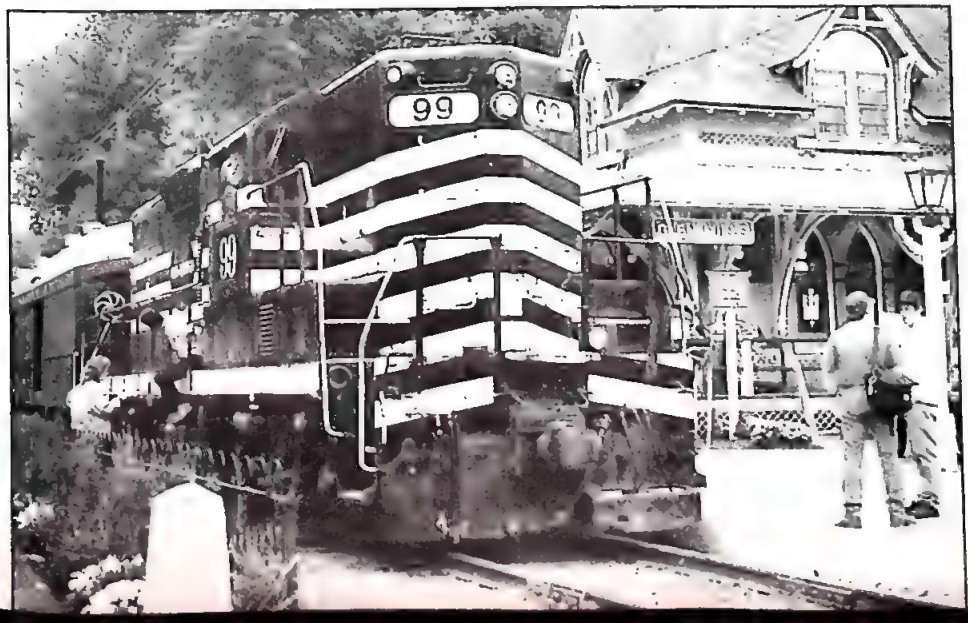


THE ILLINOIS CENTRAL BUSINESS TRAIN equipment was put on display at Centralia, Illinois, for the town's Fall Railfest which was held on Saturday, October 25, 1997. Equipment that was presented was freshly-painted Illinois Central GP10 8415, E9A 100 and four IC business cars (**left**) adorned in the road's gray-and-black livery. During the day's festivities, IC provided tours of the 8415 and the business cars along with free hot dogs and soda. There were also safety presentations on Operation Lifesaver and its mission to eliminate all car-train grade crossing accidents and pedestrian-train accidents. Other activities during the festival included a town-wide craft fair and model displays. Illinois Central has been very forthcoming in attending small-town railroad festivals. In addition to this recent Centralia festival, IC attended Seward, Illinois', celebration of 110 years of rail service on Sunday, May 4, 1997, even though Seward's population is less than 300 people!

MUSEUM OF SCIENCE AND INDUSTRY

WEST CHESTER RAILROAD is now operating, on selected occasions on the former PRR West Chester Branch between Glen Mills and West Chester, Pennsylvania. WCRR GP9 No.99 (ex-Ohio Central 99, exx-Youngstown & Austintown 99, exxx-CSXT 0499, nee-B&O 6499) was at Glen Mills (**below**) on Sunday, September 28, 1997. The catenary on the line is still in place, but de-energized west of Lenni, which is the present location of SEPTA's crew training facility.

ART MEGRAW



BURLINGTON ROUTE's *PIONEER ZEPHYR* made its final journey on October 16, 1997, when the 97-ton, fully-restored trainset was lowered 40 feet below ground to its new home at the Musuem of Science and Industry's *All Aboard The Silver Streak* permanent exhibit at 57th Street and Lake Shore Drive in Chicago, Illinois. To take its position underground, the *Zephyr* was liftedby a 250-ton crane and then lowered onto tracks already installed on the lowest level of the Museum's new underground parking lot. The train made it into the record books when on May 26, 1934, it travelled (on a dare) from Denver Union Station to Western Avenue, Chicago, in 13 hours, 4 minutes and 56 seconds, attaining a top speed of 122.5 miles per hour between Yuma and Schramm, Colorado. The exhibit is scheduled to open in 1998 and will feature an on-board tour complete with animatronic and audiovisual enhancements, and all surrounding exhibitry will be enclosed in a climate-controlled, high-visibility glass structure.

on the most heavily used 6:45 a.m. southbound departure and 5:15 p.m. northbound trip.

Although the bridge closure was scheduled for 21 days, repairs were sufficiently completed to allow the span to reopen by the following Sunday, September 21st. Just in case, the commuter train continued to operate Monday and Tuesday, making its final departure from Portland Union Station at 6:30 p.m. September 23rd. In its six days of operation, the commuter train carried 3323 passengers southbound and 3297 northbound. Although it was made clear that the commuter train was not a demonstration or pilot project for any future service, local transportation officials closely watched the train's reception by commuters. Clark County Washington is one of the fastest growing counties in the U.S., and is running out of transportation options. Washington voters have overwhelmingly rejected a costly expansion of Portland's MAX light rail across the Columbia River. A commuter train on existing BNSF trackage however, could be started with less capital investment, and is viewed by many as a more viable alternative — TOM SMITH.

WISCONSIN CENTRAL Two specially painted units (page 3) have been touring the Wisconsin Central system since they were uncovered on October 7, 1997, at WC's Shops in North Fon du Lac, Wisconsin. Winconsin Central GP40 3026 (ex-Algoma Central 3026, nee-Milwaukee 192) was painted for the state of Wisconsin's Sesquicentennial (150th anniversary), which will be celebrated in 1998. Fellow Wisconsin Central GP40 3027 (ex-Algoma Central 3027, nee-Milwaukee 161) was painted up for the tenth anniversary of the railroad which took place on October 11, 1997. The design on the 3026 is a map of Wisconsin while the 3027 carries paintings of the flags of the states Wisconsin Central runs in. WC plans to keep the units in dress paint for the forseeable future — BRAMWELL BAILEY.

NEW SHORT LINE START-UP PUGET SOUND & PACIFIC A new railroad is operating in western Washington. The Puget Sound & Pacific began operation on September 1, 1997, of BNSF's Harbor Sub Line. The trackage included in the deal is the 56.8-mile line from Centralia north to Hoquiam, Wash., by way of Elma; the 68.4-mile line from Elma north to Naval Base Bangor and the 5.3-mile line from Bremerton Junction to Bremerton Puget Sound Naval Shipyard. The nearly 120 miles of track is all former Northern Pacific right-of-way. The railroad's office and operations will be based at Elma and the present roster includes PS&P GP30 3005, Arizona & California GP38 3802 and Willamette & Pacific SW1200s 1201 and 1203. In addition, two former MidSouth GP10s, 1001 and 1002, are on the roster and will be joined by two more former MidSouth GP10s, 1003 and 1004.

Puget Sound & Pacific is part of a partnership that operates both the California Northern and the Arizona & California Railroads.

THE GOOD, THE BAD AND THE UGLY As Union Pacific scrambles to clear a backlog of 45,000 cars off of its system by grabbing hold of almost any type of motive power available, the Surface Transportation Board continues to criticize UP management for not being aggressive enough in dealing with the problem. An STB hearing was held on October 27th to deal with what they have called a "transportation emergency in the West." As a result, a 30-day emergency order (which took effect November 5th) was issued that requires UP to grant certain trackage rights to the Tex-Mex Railroad and BNSF that will allow these two roads to accept traffic from certain UP shippers in the Houston area. As of press time, another hearing had been set for December 3rd; at that time UP will have to demonstrate that it is moving aggressively to solve the problem. (Dick Davidson, chairman of UP, has stated that the problem will be "substantially fixed" by shortly after Thanksgiving 1997 and that by the new year UP will be entirely caught up.)

As part of the recovery process, Union Pacific has instituted a guaranteed time-off program whereas any train and engine employee that works on 14 consecutive calendar days will be guaranteed the absolute right to voluntarily mark off for up to 48 hours. This new program will begin in Texas, quickly spreading to the entire 36,000 mile network by mid-December. Managers will also meet with every crew before they go on duty to review safety issues, and verify alertness and job assignments; they will also ride with crew members to check compliance with operating rules.

Union Pacific is also spending about $180 million to improve capacity between Gibbon and North Platte, Nebraska, by building a third main track. This additional track is expected to improve capacity 30 percent on the nation's busiest rail corridors, which handles approximately 120 trains per day. Eighteen miles of third main line was recently put into service, bringing the total to 32 miles of triple track completed on this 108-mile stretch. Track crews are currently grading and constructing another 35 miles of third main line. This track will be tied into train operations during 1998.

Double-tracking is underway on more than 18 miles of the Marysville Subdivision which loops south from Gibbon Junction to Kansas City, Missouri. Crews plan to complete construction this year and open the additional double-track to operations in 1998.

In western Iowa, double-tracking between Denison and Missouri Valley is underway and is expected to be completed in 1998. The segment from West Denison to Dunlap, a nine-mile stretch, is expected to be ready for use in December 1997. The rest of the line to Missouri Valley, involving 22 miles of track, will be finished in 1998, so virtually all of UP's main line across Iowa will be double-tracked. Meanwhile, a newly-constructed siding to allow bypassing of trains will be put into operation about mid-November between Missouri Valley and Council Bluffs.

AMTRAK STRIKE AVERTED AND BUDGET APPROVED Much to the chagrin of Amtrak detractors, and to the benefit of the growing number of people travelling by train, the strike threatened by the Brotherhood of Maintenance of Way Employees against Amtrak was averted on Novmber 2, 1997, after days of negotiations. A little over a week later, both houses of Congress passed the $2.3 billion compromise legislation package that will fund Amtrak through 2002. The bill has next to go to President Clinton's desk, where he is expected to sign it.

The money, part of the Taxpayer Relief Act of 1997 by Republican Senator William Roth of Delaware, will ensure that 55 million riders and 23,000 Amtrak employees continue to have a railroad. The reauthorization was also looked at as ensuring the viability of a growing intercity rail network.

As part of the union deal, the BMWE agreed to $7 million in annual work-rule concessions and must work out an additional $6 million in savings. In return, the contract agreement could provide about a three percent per year wage increase, retroactive to the past two years. (Specific terms of the contract are not yet available.) This deal, while narrowly avoiding a strike by the BMWE, could get costly if Amtrak's twelve other separate unions (representing from railroad police to blacksmiths), want in on a pay raise.

MONTANA RUN-AWAY A 107-car train on Montana Rail Link ran nearly 46 miles on its own before being intentionally derailed by the line's dispatchers. The eastbound had stopped at Garrison, Montana, to add a helper for the run up Mullin Pass. As the helpers were being added, and with all crew members off the train, the eastbound suddenly headed west on its own. The train was derailed at Bonita Spur, near Clinton, with 47 cars (mostly lumber and empty tank cars) hitting the ground — BRUCE KELLY.

LACKAWANNA MAIN LINE SALE Following the take over of Conrail, which is scheduled for July 23, 1998, Norfolk Southern has agreed to sell 13 miles of former Delaware, Lackawanna & Western right-of-way between Analomink and Portland, Pennsylvania, to the Monroe County Rail Authority. The portion of track, currently owned and operated by Conrail, runs between Slateford Junction (located south of the Delaware Water Gap), through East Stroudsburg to Analomink, where county ownership presently begins.

On October 10, 1997, Pennsylvania Governor Tom Ridge signed into law a multi-billion dollar state borrowing bill that includes $1.4 million to purchase and rehabilitate the track. In addition, $985,000 has also been set aside to purchase the former Lackawanna Railroad formed concrete bridge across the Delaware River from private developer Gerald Turco. This bridge is key in that it connects the portion of former Lackawanna right-of-way owned by the state of New Jersey with the portion being purchased by the state of Pennsylvania. Another $861,000 of Pennsylvania state government money has also been directed toward 17 miles of Monroe County-owned trackage — ART ANDERSON.

KODACHROME: DAVID E. BAER

INDIANA NORTHEASTERN GEEPS were hard at work on Friday, October 17, 1997, in Montpelier, Ohio, after having just delivered a 54-car train of beans to the Norfolk Southern interchange in the northwest Ohio town. The first-generation EMD's, GP7 1601 (ex-Hillsdale County 1601, exx-St.J&LC 2614, exxx-St.J&LC 614, nee-Reading 614) and GP9 1603 (ex-Hillsdale County 1603, exx-Conrail 7303, exxx-Penn Central 7303, exxxx-NYC 7303, nee-NYC 5903), are newly repainted into the railroad's Nickel Plate-inspired (or Detroit, Toledo & Shoreline — depending on your preference) paint scheme. The Indiana Northeastern is a 95-mile regional line that operates freight service between Quincy, Michigan, to Montpelier, Ohio. The company was formed when it purchased Hillsdale County Railroad's lines on December 22, 1992 and the Pigeon River Railroad's trackage from Ashley-Hudson west to South Milford, Indiana. The new paint scheme on the railroad's Geeps has been awaited since the line's formation in 1992.

KODACHROME: LON COONE

THE KCS TAKEOVER OF GATEWAY WESTERN is apparent on former GWWR GP38 2039 which was rebuilt and painted by MidAmerica Car in Kansas City, Missouri. Now wearing KCS gray and yellow and numbered 4099, the unit was in Kansas City on October 20, 1997, and is the first engine to reflect the image of its new operator. GWWR operations are still run out of the Mill Street Kansas Yard, and as part of the agreement, BNSF still has the option through 2001 to purchase the GWWR outright.

KODACHROME: RALPH BUHR

NEW SHORT LINE STARTUP PUGET SOUND & PACIFIC GP30 3005 (ex-Ohio Central 4239, exx-CSX 4239, nee-B&O 6918) was seen at Elma, Wash. (**right**). The unit displays the livery of sister road Arizona & California. (The PS&P, A&C and California Northern are run by the same group.) The PS&P commenced operation of approximately 120 miles of former Northern Pacific track in Washington on September 1, 1997. See RAILNEWS.

FUJICOLOR PRINT: DARRELL D. WENDT

THE GOOD, THE BAD AND THE UGLY are all helping to bail Union Pacific out of the jam that the mega-railroad has gotten itself into. With the shortage of power UP has had to grab any form of motive power possible (especially with the seasonal grain rush that has left farmers in the Midwest with mountains of crop harvests with no grain cars to ship them). Witness former Kennecott Copper GP39-2 708 (**left**) with a vertically extended cab and a raised fuel tank. This industrial ugly is one of at least five of these beasts that are currently roaming the beleaguered Union Pacific system. The 708 was photographed in UP's Council Bluffs, Iowa, Yard on October 11, 1997. UP's problems continue to mount as the FRA increases its examination of their system, which is beset with traffic jams. Officials of the railroad have promised the federal government and UP shippers that the problems will be solved by the end of 1997, but with a backlog of about 45,000 cars, catching up will take some time.

GHOSTS OF THE SOO

FUJICHROME: TIM HENSCH

by
Bob Gallegos

Back when I was growing up, I knew the Soo Line through photos of F-units hauling boxcars through the forests of upper Michigan. One particular image that comes to mind was one of a set of F's in front of the Trout Lake depot. By the time I finally moved to the Midwest, the F's were long gone and the Soo had pulled out of the Upper Peninsula. So, in 1996 who would have thought that F-units in Soo-inspired colors would again be hauling freight past the Trout Lake depot?

ONE RULE of modern railroading is that no railroad ever has enough motive power. Wisconsin Central is no exception. Winter is the WC's busiest season when iron ore from Minnesota moves by rail rather than by water across the Great Lakes. Beginning in January a flurry of ore trains comes onto the railroad at Superior, Wisconsin, with most making their way south to Chicago. Until the 1997 season, many trains also made their way east to Escanaba, Michigan, where a warmer Lake Michigan port allows ore boats to operate later into the winter. Traffic also surges on WC's northern lines once the ground freezes hard. Pulpwood logging is easier as the logging equipment can drive closer to cutting sites. This translates into more pulpwood loads moving across the railroad to the many paper mills along its lines.

Add to this WC's recent purchase of Union Pacific's former Chicago & North Western Ore Division, which includes all lines north of Green Bay, Wisconsin, and you'll see that WC needs a lot of units to keep traffic moving. In addition, new ore moves from the Ishpeming area east to Algoma Steel in Canada are an indication of things to come. With all of this new and seasonal traffic, WC often finds itself short of power during the winter.

Buying F's in the '90s?

When the WC acquired the Algoma Central a few years ago, it inherited both its intercity and excursion passenger operations. Under AC, both the regular passenger trains between Sault Ste. Marie to Hearst, Ontario, and the seasonal tourist excursion trains between the "Soo" and scenic Agawa Canyon were pulled by freight power.

When WC took over in 1994, one of the first orders of business was to find replacement power for the passenger trains. This move would free up valuable GP38-2s and GP40s for freight duty. WC's motive power people tracked down eleven former VIA F-units including a half dozen former-CN FP9A's, four F9B's and one former-CP FP7A. The theory was that these units, with a little rebuilding and parts swapping, would form the backbone of a seven-unit passenger-only locomotive fleet.

The F's were rebuilt during the winter of 1994-1995 with a few done at each of WC's shops at North Fond du Lac and Stevens Point, Wisconsin, as well as at the Algoma Central's shop. Units in the "new" passenger fleet wear a striking silver, maroon and yellow scheme that somewhat resembles the Soo Line's red and white scheme. In 1995 the F's went into service hauling the AC's passenger trains. While the Hearst train usually rates a pair of F's, the 22-plus car Agawa Canyon trains can sometimes receive the remainder of the fleet on the head end.

TWO FUJICHROMES BOB GALLEGOS

WISCONSIN CENTRAL'S FLEET of eleven passenger F-units, acquired with the purchase of the Algoma Central in 1994, is pressed into freight service during the passenger off-season between Sault Ste. Marie and Gladstone, Michigan, as well as on the AC. The author first encountered the classic cabs when FP9A 1750 (formerly VIA/Canadian National 6502) was removed from the consist of Wisconsin Central train No.134 at Cooks, Michigan, on January 11, 1997, to assist train No.35, which was having trouble with its eastbound trip (**left**). Later that day, with the F-unit trailing WC SDL39 590, train No.35 passed through Trout Lake (**below**). Although the F's are customarily used as trailing units due to on-line switching concerns, they occasionally appear on the head end of freights. Such a day was January 18, 1997, when FP9A's 1754 and 1751 (VIA/CN 6525 and 6506, respecively) were heading east through Cooks, Michigan (**opposite**). The F's are normally found in Ontario, assigned to the seasonal Agawa Canyon tourist trips over the Algoma Central as well as the year 'round passenger service between Sault Ste. Marie and Hearst.

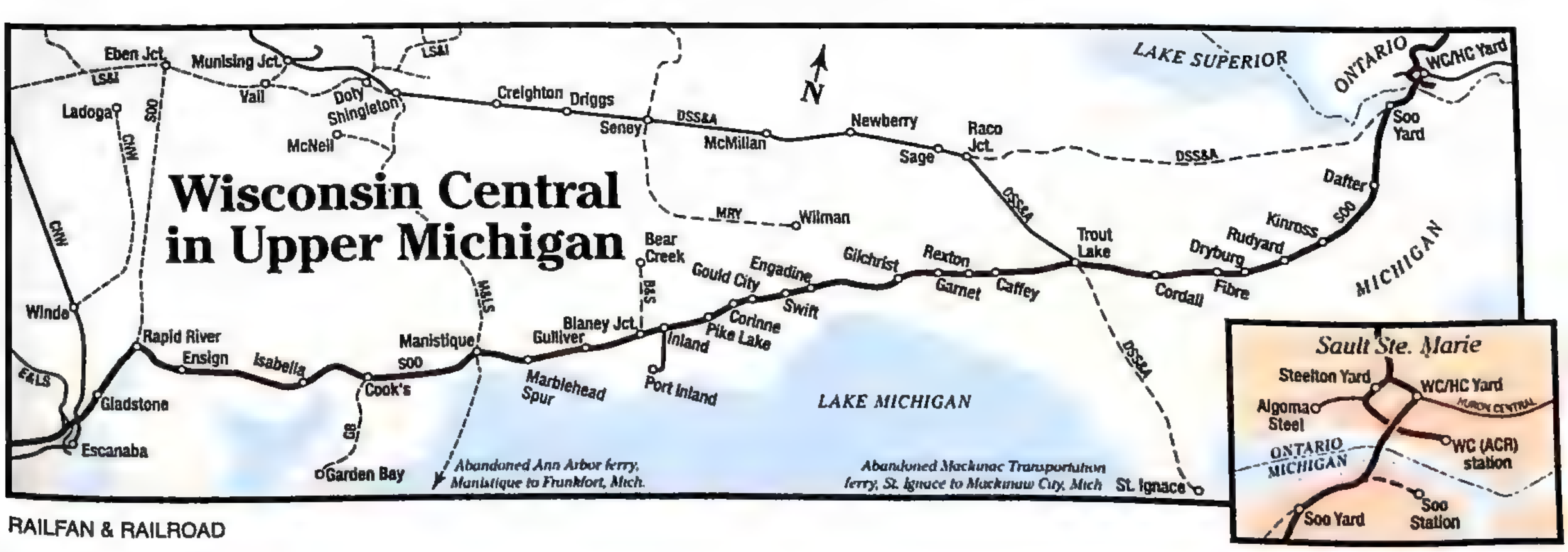
F is for Freight

The tourist passenger season on the AC begins in May and lasts through October and the Hearst trains run year 'round as they are the only link to the outside world in some areas. So, come November the F's should be in winter storage, eh? Not so. WC throws them into the regular freight pool. Now, F-units in freight service anywhere in North America are unusual enough, let alone F's in international service. But that's what is happening in the Upper Midwest on the Wisconsin Central.

In 1996 rumors began to trickle into southern Wisconsin that freight trains on the AC out of Sault Ste. Marie were occasionally running with F's and a few had made it as far as Gladstone, Michigan, on the WC. So, my moral values dictated that I check this out while I was on a visit to the area near Escanaba in December shooting WC/C&NW ore trains on the old Soo Line. Sure enough, there was an F at Gladstone but it was inaccessible. It left overnight and for the remainder of the trip there were no F's.

January 11, 1997, found us back at Escanaba hoping to shoot a few UP ore trains before the WC takeover. Heavy snow had closed down the mine at Empire and on that Saturday no ore trains were to run. Radio chatter announced train No.35 about to leave behind a rare SDL39. We figured that it beat swimming in the hotel pool all day (especially in January), so off we went.

No.35 on this snowy day was underpowered having only a single SDL39 and a healthy cut of pulpwood and paper cars. A few miles out of Gladstone



RAILFAN & RAILROAD

the train stalled on the snow-covered main line and had to back up and make a run for a small grade. After cresting the hill the dispatcher issued a warrant for a meet with No.134 east of Manistique. Our underpowered train made it as far as Cooks before stalling. The dispatcher then ordered No.134 to give No.35 a unit at Cooks and before long the light power came around the corner with FP9A 1750 tucked in the middle. The F-unit was dropped for No.35 and soon the train continued on its way east. We followed as far as the sun would let us and ended up in Trout Lake where I shot reasonable facsimile of the photo I had seen so many years ago. At Trout Lake No.35 performed some local switching and was soon gone into the night.

My traveling companion Tim Hensch made another trip to the area the following week and he hit the jackpot and caught two FP9s on the point of train No.35 headed for Sault Ste. Marie. This train usually heads east out of Gladstone in the afternoon making it difficult to shoot. He followed the train towards "The Soo" until the sun went down and was well rewarded for his efforts with some spectacular sunset images.

On April 24th I found myself in Marinette, Wisconsin, for a model railroad meet. I figured that I could spend the night in Escanaba and check out the new WC operation over the ore lines the following day. Now this is just a few days before the tourist season begins on the AC, so I did not expect to find any F's in service at Gladstone. Lo and behold, on this pleasant spring evening I found an all-AC lashup at the head of a long No.35 slithering through the S curve east out of Gladstone. It made a great chase and also gave me an idea of how late in the spring the F's can be seen in freight service.

Go get 'em

While there is no guarantee that the Algoma Central F-units will again run in freight service this winter (and hopefully the RAILFAN & RAILROAD curse will ignore these units for a while), there's a reasonably good chance that you'll find them running between "The Soo" and Gladstone once the snow begins to fly.

If you're planning to photograph these units here are a few recommendations. Start by purchasing a DeLorme Mapping Company's *Atlas & Gazetteer* for Michigan. This book will be your most valuable source of information for this area as it shows all roads and railroad lines. Be careful, though, as it also shows some lines that are long gone as well as private and minimum maintenance (unplowed in winter) roads. Most of the line is generally followed by good roads that seldom stray more than a mile from the tracks. Reportedly, Michigan has some ridiculously unreasonable laws regarding scanners than can result in confiscation, jail and fines so beware of visible antennas and equipment (not that I would ever carry a scanner in the state).

Most often, the F's operate on trains 34/35 and 134/135 between Gladstone and Sault Ste. Marie as well as north from "The Soo" on the Algoma Central. Because of on-line switching at pulpwood landings and paper mills, the F's often trail or are bracketed by other units. All operations can be heard on WC's road frequency 161.295 with track warrants issued for all moves. If you hear chatter on the radio its a good bet that there's something moving.

If there are no F's running there's still plenty of action as the WC fields as many as four loaded ore trains and their empty counterparts between Escanaba and Marquette. WC also runs two pairs of manifest freights south and one pair west out of Gladstone

TWO FUJICHROMES. TIM HENSCH

FORMER-ALGOMA CENTRAL FP9A's 1754 AND 1751 were in charge of westbound Wisconsin Central train No.35, wheeling through the snow at East Rapid River, Michigan, on January 18, 1997. A few miles further west, the pair of F's crossed the Manistique River less than a mile from where the river enters Lake Michigan at Manistique, Michigan (**opposite**).

and several switch jobs and locals to the paper mill near Antoine/Quinnisec. With new ore moves and an increase in traffic moving to Canada, there may well be more trains on the old Soo main to Sault Ste. Marie by the time you read this. The Escanaba & Lake Superior and Lake Superior & Ishpeming also operate out of Escanaba and Ishpeming respectively. Of course at all of these places, especially on the E&LS, stay off railroad property. With all of the public roads adjacent to the tracks, there's no reason to trespass!

The line generally runs east-west with few curves and many tree lined stretches of track. Watch out for heavy snow and ice; you're along Lake Michigan and just south of Lake Superior so your likely to hit sudden snow squalls and extremely cold temperatures. On one trip the temperature dipped well below minus 30 Fahrenheit, so dress and equip your vehicle accordingly. Also, keep your cameras protected as batteries can freeze and lenses can fog when the gear returns inside.

Gladstone is a good base of operations as many hotels and restaurants line the highway on the seven miles between Escanaba and Gladstone (the Super 8 is reasonably priced and has a pool and hot tub). Other places with lodging and other amenities include Manistique and Sault Ste. Marie.

So, if you thought that the era of classic carbody units on freight was over, check out the Wisconsin Central on Michigan's Upper Peninsula between Gladstone and Sault Ste. Marie. You may have to brave cold winter weather, but the results could be well worth the effort. You, too, may even be able to shoot F-units and the ghosts of the Soo hauling pulpwood past the Trout Lake depot.

Wisconsin Central's F-Units

WC/AC No.	Model	Built	Formerly
1750	FP9A	1954	VIA 6502; CN 6502
1751	FP9A	1954	VIA 6506; CN 6506
1752	FP9A	1954	VIA 6511; CN 6511
1753	FP9A	1957	VIA 6514; CN 6514
1754	FP9A	1957	VIA 6525; CN 6525
1755	FP9A	1957	VIA 6531; CN 6531
1756	FP7A*	1953	VIA 6553; CP 1404; CP 4103
1760	F9B	1954	VIA 6602; CN 6602
1761	F9B	1954	VIA 6606; CN 6606
1762	F9B	1955	VIA 6613; CN 6613
1763	F9B	1957	VIA 6614; CN 6614

*Upgraded to FP9 standards

SOURCE: Canadian Trackside Guide

Steam, Stars & Snow

KODACHROME: ROBERT PHILLIPS

CHICAGO & NORTH WESTERN 4-6-0 1365 receives orders during the annual Snow Train Weekend of the Mid-Continent Railway Museum on February 15, 1997. Each year it is hoped that nature will cooperate and provide a blanket of snow, but seldom do the conditions come together as spectacularly as in this scene. Steam, stars and snow — is there any better combination? — S.B.

THE FINGER LAKES RAILWAY

PERHAPS THE BEST KNOWN image of the New York Central (at least in the diesel era) is the lightning stripe applied to much of its motive power fleet. With Penn Central eradicating the NYC image in 1968 and Conrail further burying the image of the Central, the lightning stripe has taken its place in the books of vanished classic paint schemes. However, in upstate New York a fledgeling short line, operating over parts of the NYC's Auburn Road, has brought the lightning stripe back to the shores of the Finger Lakes.

The lightning stripe resurrection started in 1995 when Farmrail, Genesee & Wyoming Industries (GWI), and Rail Services (a railroad marketing firm in Hollace, New Hampshire) together purchased Conrail's "Geneva Cluster" in upstate New York. Operating headquarters for the new Finger Lakes Railway are in the yard office on the east side of Geneva, New York (the location is actually Border City) off East North Street. It's right where the former-NYC Auburn Road and Conrail's former-NYC Corning Secondary diverge and only a few hundred feet east of the old bridge abutments of the former-Lehigh Valley mainline. Radio frequencies on the Finger Lakes Railway are 160.740 (channel 1) and 161.520 (channel 2).

PHOTOGRAPHY PETE SWANSON

The "Geneva Cluster"

The former-Conrail "Geneva Cluster" includes a 47-mile segment of the former-NYC Auburn Road from Solvay (just west of Syracuse) running southwest to Geneva, then west on to

Canandaigua. Operating southeast out of Geneva on the east side of Seneca Lake, the Finger Lakes utilize 14 miles of old Lehigh Valley mainline to reach the Seneca Army Depot at Kendaia. Operations on this segment are on an as-needed basis.

Southward out of Geneva on the west side of Seneca Lake, the Finger Lakes operate on trackage rights on Conrail's Corning Secondary to reach Himrod Junction. At Himrod the Finger Lakes swing down the connection to a 29-mile portion of the ex-Pennsy Elmira Branch. From Himrod northwest, the Finger Lakes reach Penn Yan with the tracks still in place further to Ballona. Southeastward from Himrod the former-Pennsy reaches the west side of Seneca Lake and then drops downgrade into the town of Watkins Glen. The segment of trackage between Starkey and Watkins Glen is probably the most scenic on the entire Finger Lakes Railway. It features an awesome view of Seneca Lake, it's surrounded by many wonderful wineries (the local wineries are what make this area and the neighboring lakes so famous) and there is a spectacular bridge which the Finger Lakes traverses over a small but photogenic gorge and waterfall that feeds into Seneca Lake.

Lightning stripes

In addition to the scenery, the Finger Lake's other attraction is its motive power. Delivered in time for the July 24, 1995, start-up of operations, Oklahoma-based Farmrail supplied three of its GP9s. The paint scheme chosen was New York Central's lightning stripes with red oval heralds. The Finger Lakes Railway lettering replaces "New York Central System" within the oval herald, which is a nice touch. Finger Lakes 1701 was originally a Cotton Belt unit, while 1702 and 1703 originally worked for the Milwaukee Road. In 1996 Mountain Laurel GP9 No.15 was acquired after the GWI-owned Buffalo & Pittsburgh swallowed up the Pittsburg & Shawmut and Mountain Laurel. Since the beginning of the Finger Lakes Railway, leased B&P geeps have shown up frequently for added power.

Finger Lakes operations

The Finger Lakes Railway interchanges with Conrail at Geneva and at Solvay. There are three crews — a road and yard crew, both out of Geneva and one crew out of Solvay. The Solvay job, which typically has No.1701, is a Monday-Friday operation

FINGER LAKES RAILWAY 1701 showed off its lightning stripes as it passed the pumpkins westbound west of Clifton Springs, New York, on September 28, 1995 (**opposite top**). That same day 1701 was at the yard office in Geneva with Buffalo & Pittsburgh GP9 208 (**opposite bottom**), then joined sister unit 1702 at the west end of the yard (**below**). Viewed from the hood of GP9 1703, Finger Lakes 1702 was at Starkey on the former-PRR line to Watkins Glen (**above**). The photographer was able to get this view because the 1702 temporarily died here.

FORMER-MOUNTAIN LAUREL GP9 No. 15 (since renumbered to Finger Lakes 1801) was switching International Paper at Geneva, New York, on July 12, 1996. Finger Lakes 1701 and Buffalo & Pittsburgh GP9 879 were passing under the Routes 5 & 20 bridge southbound out of Geneva on Conrail's former-NYC Corning Secondary on October 23, 1995 (**below**). Another GP9 lash-up featured Finger Lakes 1702 and B&P 208 southbound by a marina on the shores of Seneca Lake south of Geneva on November 6, 1995 (**opposite**).

and runs as far west as Auburn. Customers served in or near Solvay are Estinblaum Lumber near Camillus, Southern Container near Solvay and Solvay Liner Board. The latter is switched by Finger Lakes Monday through Friday. If a switch is needed on the weekends, an Alco from another local industry, Hydroco, handles the job. Owens-Brockway near Sennett, Auburn Agway and Auburn Steel are other customers served by the Solvay job. The trackage from Auburn to Waterloo is unused today except for engine-swapping movements.

At Geneva, Conrail local WARO-23 arrives to interchange five nights per week. This local swings off Conrail's main line at Lyons and travels down the Corning Secondary to Dove Siding at CP (Control Point) RIDGE. This interchange siding is north of the Finger Lake's yard office on the Corning Secondary. A daily yard crew is kept busy switching Geneva Yard (adjacent to U.S. Routes 5 & 20 and the northern tip of Seneca Lake) and serving the many Geneva customers. This job switches Bailie Lumber in Waterloo, Nutrite and J.S. Blowers, all east of Geneva. Suburban Propane is located adjacent to Geneva Yard and Zotos (a cosmetics company) and Guardian Industries (a new glass plant) are switched off Dove siding near the Conrail interchange. Two miles north of Geneva up the Canandaigua line an industrial area is served near the intersection of Route 14 and Gambie Road. International Paper, Seneca Foods, Holtra Chemical and Agway are the railroad's four big customers at this location.

The road job to Canandaigua runs Tuesdays and Thursdays. Heading out of Geneva the train passes through Oaks Corners, Phelps and Phelps Junction. Phelps Junction was once a crossing of the NYC Auburn Road and the Pennsy's Sodus Point line. Phelps Supply (a fertilizer company) is on a short remnant of the old Pennsy line. This interesting location is just off Route 96. Going west, Crowell's grain mill is served in Clifton Springs. Clifton Springs was once a resort town with public sulfur springs and health spas. Both the passenger and freight stations in town exist. They are privately owned and well maintained, and make for good photo props. Near Shortsville, where the Lehigh Valley bridged over the NYC Auburn Road, is the interchange for the Ontario Central which runs out of Victor on a 13-mile portion of former-Lehigh Valley main line. Ontario Central's power is kept inside the north end of the Victor Insulator plant in Victor. Ontario Central's unit is former-Nickel Plate Alco RS-36 No.86. Two privately owned GP9s and an SW9 are also on hand in Victor. Arriving in Canandaigua, a run-around move is made on the east side of town off Ontario Street, so the train can be pushed through downtown to be able to switch Tenneco Plastics (formerly Mobile Chemical), Sonaco, Canandaigua Wine and Wickes Lumber. These customers are on the northwest side of town accessible from Route 332. The former-NYC trackage ends at Wickes Lumber right at Route 332. It's abandoned from here all the way into Rochester. When leaving Canandaigua, another runaround move on the east side of town may be necessary before heading back east. The Geneva-Canandaigua line is limited to ten miles an hour and is an easy chase with numerous photographic possibilities.

Chasing to Watkins Glen

The road job from Geneva to Watkins Glen is the easiest to chase, has the best lighting to photograph with a southbound run, and has the best scenery. This job is a Monday/Wednesday/Friday operation and usually departs Geneva Yard in the mid-morning hours. The crew is called at 8:00 a.m. and sometimes a bit of switching in the yard is needed to assemble the train. Permission for yard movements in Geneva on Conrail trackage is from the Buffalo mainline dispatcher (Conrail road channel 1, 160.800). Permission is granted from

1702
FINGER LAKES RAILWAY
208

Palmyra
Newark
Lyons
CR (NYC)
OMID (PRR)
SR 31
Weedsport
I-690
SR 695
I-81
SR 5
Camillus
SOLVAY
Skaneateles Jct.
Martisco
Manchester
Clifton Springs
Phelps Jct.
ONCR (LV)
SR 96
Phelps
East Shortsville
NYC
SR 21
Canandaigua
PRR
US 20 / SR 5
CANANDAIGUA LAKE
LV
Stanley
SR 14A
SR 14
I-90 NY THRUWAY
SR 90
SR 39
US 20 / SR 5
Seneca Falls
Relius
Auburn
SR 96
SR 112
Waterloo
Cayuga
GENEVA
Cayuga Jct.
SR 414
SR 89
FGLK (LV)
SENECA LAKE
CR / FGLK (NYC)
CAYUGA LAKE
OWASCO LAKE
SKANEATELES LAKE
OTISCO LAKE
SR 41
US 20
SR 174
SR 321
Skaneateles
Bellona
Romulus
Kendaia
Dresden
Penn Yan
SR 7
FGLK (PRR)
Himrod
SR 414
Finger Lakes Railway
KEUKA LAKE
SR 54
Hammondsport
BAH
Watkins Glen
GAMBEE ROAD
PRE-EMPTION ROAD
SEVEN ROAD
Geneva, New York
FGLK OFFICE
NYC "GY" TOWER
SUBURBAN PROPANE
LV DEPOT
LV FREIGHT HOUSE
SR 4
SENECA LAKE

HEADING SOUTH ON CONRAIL's CORNING SECONDARY, GP9s 1702 and Buffalo & Pittsburgh 208 passed under a wooden road bridge south of Dresden, New York, on November 6, 1995. Scenic highlight of the Finger Lakes Railway is the Big Stream Bridge at Glenora. With Seneca Lake in the distance, Finger Lakes GP9 1701 crossed the bridge southbound on September 29, 1995 (**opposite top**). Buffalo & Pittsburgh 208 and 204 were heading northbound with the gorge dusted with late winter snow on March 13, 1996 (**opposite bottom**).

Conrail's Portage dispatcher (Conrail road channel 2, 161.070) for the train to proceed southbound to Himrod Junction on Conrail's former-NYC Corning Secondary. Meandering through downtown Geneva a couple of good shots can be had before the tracks duck under the Routes 5 & 20 bridge. South of this bridge the line hugs the west bank of Seneca Lake. You'll have to pick up N.Y. Route 14 south to catch up to the train again. From Geneva to Himrod Route 14 and the tracks run fairly parallel with only a short drive down side roads for some shots. At Dresden is the New York State Gas & Electric (NYSG&E) power plant. The power plant rosters a small Plymouth unit, a 44-tonner and an SW-9. Conrail runs up from Corning with coal trains for the plant. These trains are the only interference the Finger Lakes job will face and from Dresden to Geneva only the Finger Lakes Railway plies that portion of Conrail trackage. Long abandoned, there once existed a 6.1-mile NYC branch from Dresden west to Penn Yan. Prior to the Finger Lakes Railway, Conrail had discontinued service from Dresden to Geneva since about late 1992, but the trackage is still in good enough shape for some 30 m.p.h. running. Even with some posted 10 m.p.h. stretches, the Geneva-to-Himrod run is the fastest chase you'll have with this train.

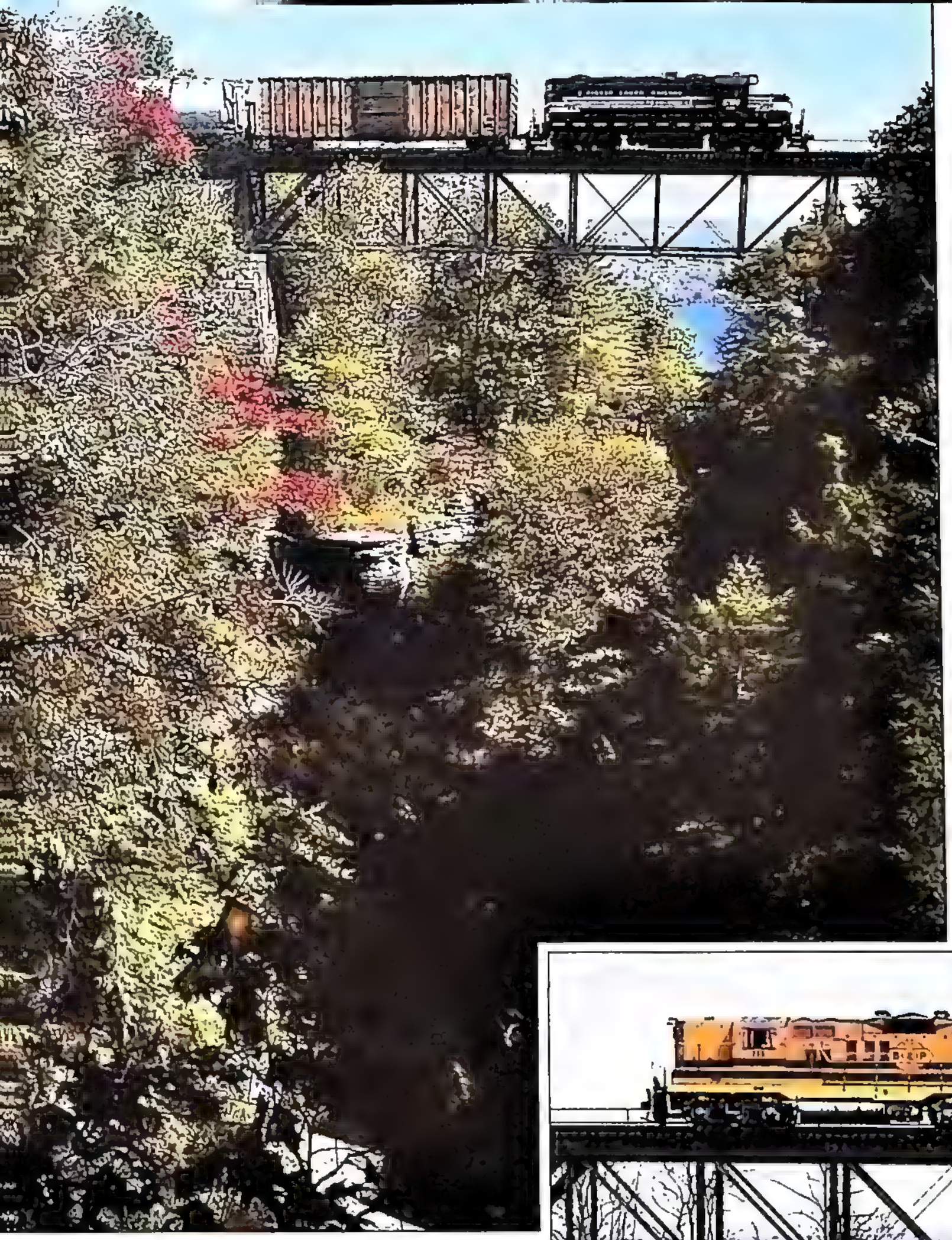
Upon arrival at Himrod Junction, the train enters the connecting siding going down to the former-Pennsy trackage. A nice photo of the train coming under the former-NYC bridge is worthwhile, or you can opt for a shot coming through the small town of Himrod, a short walk south of the bridge. Because of current track conditions on the old Pennsy from Himrod to Penn Yan, this line has been embargoed. More trackwork is planned in the future, so this situation may be temporary.

Birkett Mills in Penn Yan gets its cargo unloaded in the small yard off Severne Road just south of the town of Himrod. The southbound train will usually take an hour or so switching out the small three-track Himrod yard before heading to Watkins Glen. To better photograph the switching of the yard, park at the Stone Jug Road crossing south of the yard.

The Finger Lakes Railway

Unit	Model	Built	Formerly
1701	GP9	1959	Farmrail 3871 (*Cheyenne*); SSW 3871; SSW 3649; SSW 828
1702	GP9	1959	Farmrail 286 (*Chocktaw*); Milwaukee 286
1703	GP9	1959	Farmrail 331 (*Caddo* [2nd]); Milwaukee 331
1801	GP9	1955	Mountain Laurel 15; IC 8332; ICG 8332; B&O 6467

Roster data courtesy Ken Ardinger



bridge over the road. It's a walk-in shot down the tracks north from this location that will yield the photographic splendor of the sunlit side of the train on the Big Stream Bridge with Seneca Lake for a backdrop. Use extreme caution when hiking around the muddy paths and cliffs when going for this shot. Also, to get to this bridge ahead of the train comfortably, you should head for it while the train is still in the Himrod Yard.

The next stop for photography, and for the train, is the large U.S. Salt Company (formerly Akzo Salt) just north of Watkins Glen. It's located on a dead-end road north of town on the bank of Seneca Lake. Arriving in Watkins Glen at the southern tip of Seneca Lake, the train passes the old depot in town, the site of the PRR yards, boat marinas and then the Cargill Salt Company. The tracks end just beyond the Cargill switch. Even though Cargill and U.S. Salt both produce the same products, they each have different customer bases for commercial and domestic salt and are both very lucrative customers for the Finger Lakes Railway.

Watkins Glen is a major tourist town, and not far from the center of town is the Watkins Glen State Park.

Moving south from Himrod, the track speed is very slow due to the much deteriorated track. The line goes through the tiny town of Starkey, crosses Route 14, and then reaches Glenora. Glenora is home to a few great wineries, including Glenora Wine Cellars. When traveling south on Route 14, look for this winery. It is at the corner of Route 14 and North Glenora Road. Take North Glenora Road down the steep hill to the lake. When you get to a cluster of houses look up the hill and you'll see a spectacular waterfall and the Finger Lakes Railway's Big Stream Bridge. (Incidentally, Glenora Wine Cellars uses this scene on their wine bottle labels!) Continuing on Glenora Road (it becomes South Glenora Road) you'll go up the hill and reach the small railroad

FINGER LAKES 1701 and Buffalo & Pittsburgh 879 were working U.S. Salt at Watkins Glen, New York, on October 23, 1995. A month earlier, on September 29th, the 1701 was working the plant solo (**left**). Watkins Glen, at the south end of Seneca Lake, is the southernmost point served by the Finger Lakes Railway.

In the park there is a scenic bridge on which Conrail's Corning Secondary crosses the narrow and deep gorge. Watkins Glen is also home to the Watkins Glen International race track which features major NASCAR auto racing events. Back in the 1950s, though, the attraction at the "Glen" would have been the ranks of Pennsy L-1 Mikados and I-1 Decapods assaulting the grade north of town pushing coal trains bound for Sodus Point. Watkins Glen was the base for pushers and they were usually cut off at Starkey or Himrod. In the steam days, the pushers received maintenance and coaling at Pennsy's Southport Yard in Elmira.

Passenger excursions have been talked about for the Watkins Glen line but nothing has been planned yet. Right now the track condition is too poor to handle passengers anyway. Excursions were run in May 1997 out of Solvay using Central New York Chapter's "DL&W" E8s 807 and 808. Also, a Solvay-Auburn trip is being discussed as part of the 1998 NRHS Convention, based in Syracuse. While in the Geneva area, check out the old Lehigh Valley passenger depot off Wilbur Avenue on the west side of town. It's privately owned and is undergoing restoration. Along the former-NYC Auburn Road five miles west of Syracuse is the Central New York Chapter NRHS Martisco Station Museum. The 1870-built station houses a nice museum of artifacts and displays. Before railfanning the Finger Lakes Railway, please sign a release in the Geneva yard office. Bring along DeLorme's New York *Atlas & Gazetteer* and enjoy the scenery and NYC lightning stripes!

THANKS

Thanks to all the employees of the Finger Lakes Railway for their friendliness and hospitality, especially my good friends Kevin Buckland and Craig Holden — PETE SWANSON.

LAST TRAIN TO ASHEVILLE

by John F. Sullivan

PHOTOGRAPHY JOHN F. SULLIVAN

SOUTHERN'S TRAIN No.3 was eastbound heading toward Old Fort, N.C., behind RS3 2046 and FP7 6142 in October 1974. F7 6714 wa in charge of the train at the Statesville station in March 1972 (**left**). The short-lived "scenic train" was behind FP7s 6141 and 6133 at Asheville in October 1976 (**below**).

REGULARLY SCHEDULED PASSENGER TRAIN service into Asheville, North Carolina, ended on August 5, 1975, with the last runs of Southern Railway's trains No.3 and No.4 from Salisbury. These trains were the last remnants of the *Asheville Special* and ended 95 years of service that had begun with the completion of the Western North Carolina Railroad in 1880.

Train No.4 was one of my favorites to photograph in the early 1970's as its 9:15 a.m. departure from Asheville allowed the most scenic part of the trip through the Blue Ridge mountains to be made during mid-morning. This

FINGER LAKES 1701 and Buffalo & Pittsburgh 879 were working U.S. Salt at Watkins Glen, New York, on October 23, 1995. A month earlier, on September 29th, the 1701 was working the plant solo (**left**). Watkins Glen, at the south end of Seneca Lake, is the southernmost point served by the Finger Lakes Railway.

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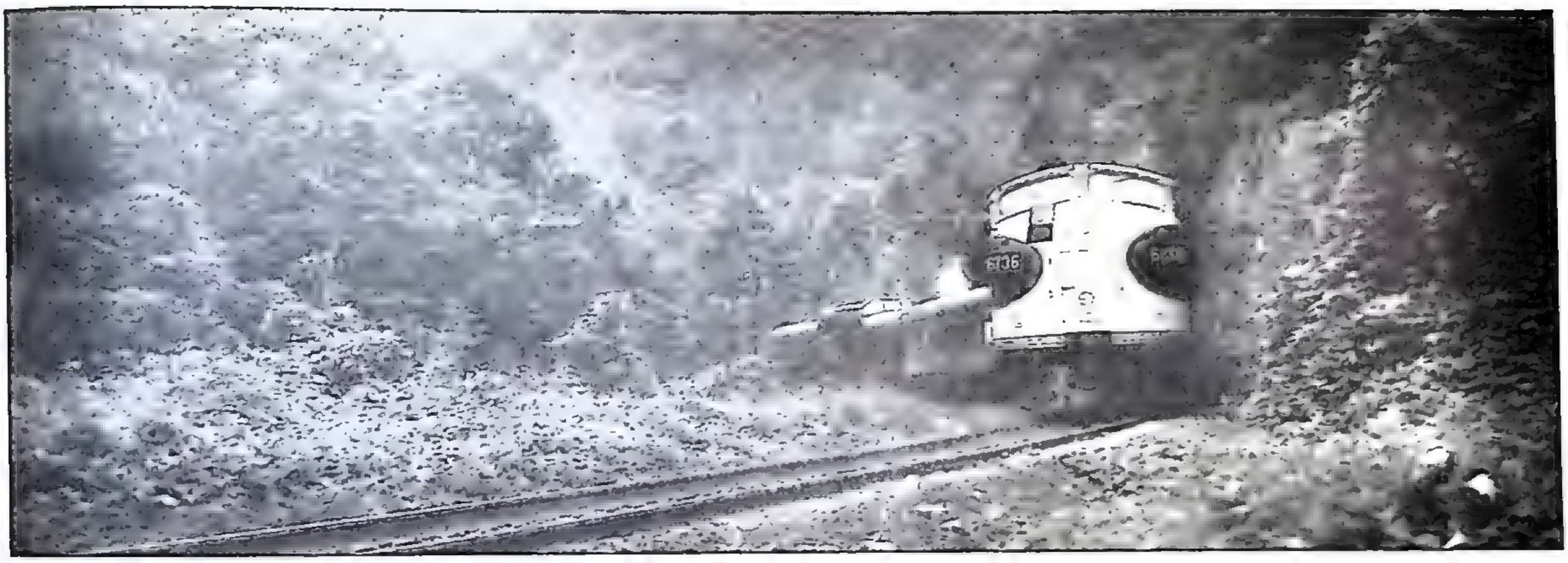
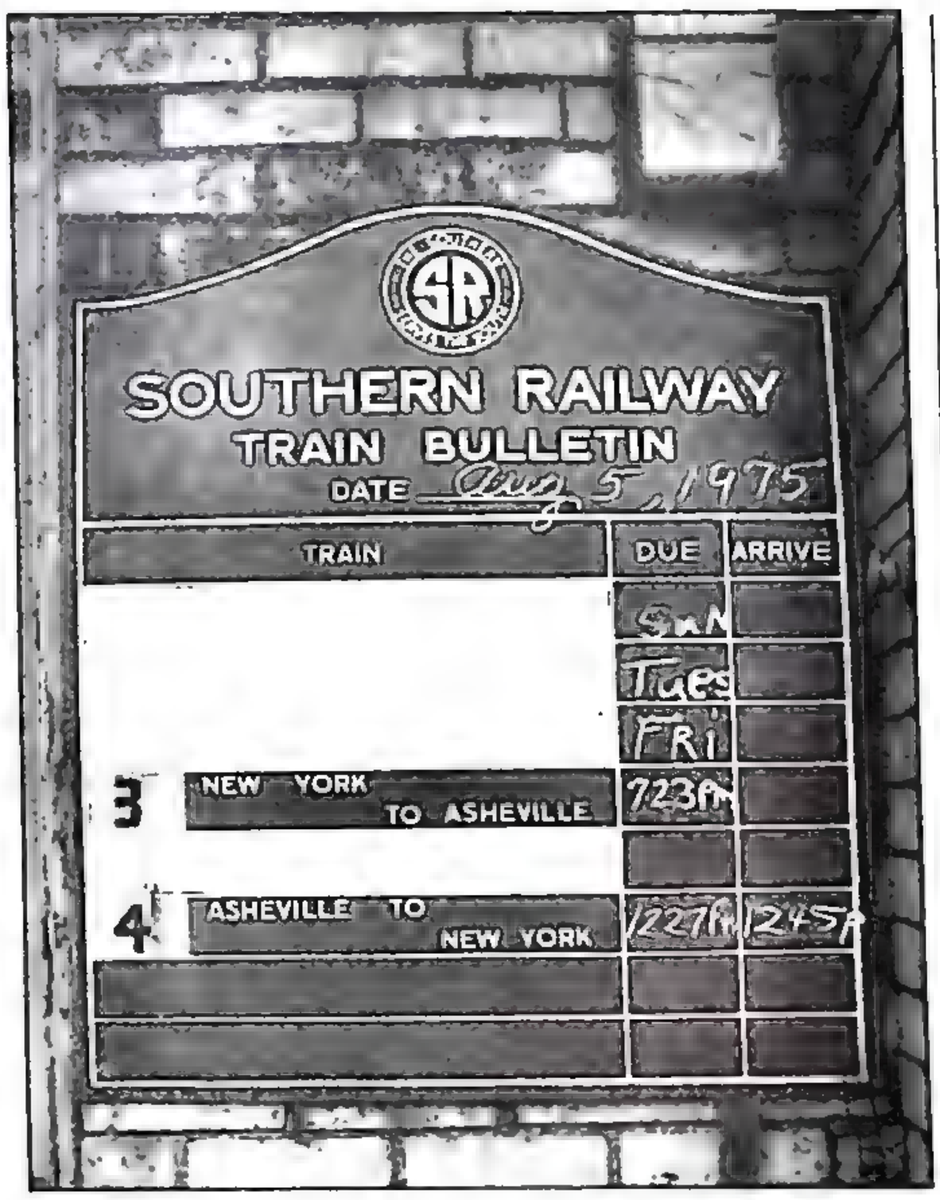
THE LAST RUN OF SOUTHERN **No.4** was on August 5, 1975. E8 6906, normally assigned to the *Southern Crescent*, had the honor of pulling the final train through the Southern's loops west of Old Fort. In October 1974, RS3 2046 was leading No.4 through fall foliage at Graphite, North Carolina (**right**). The dome at the rear of the train came off Southern subsidiary Central of Georgia's *Nancy Hanks* when that train was discontinued.



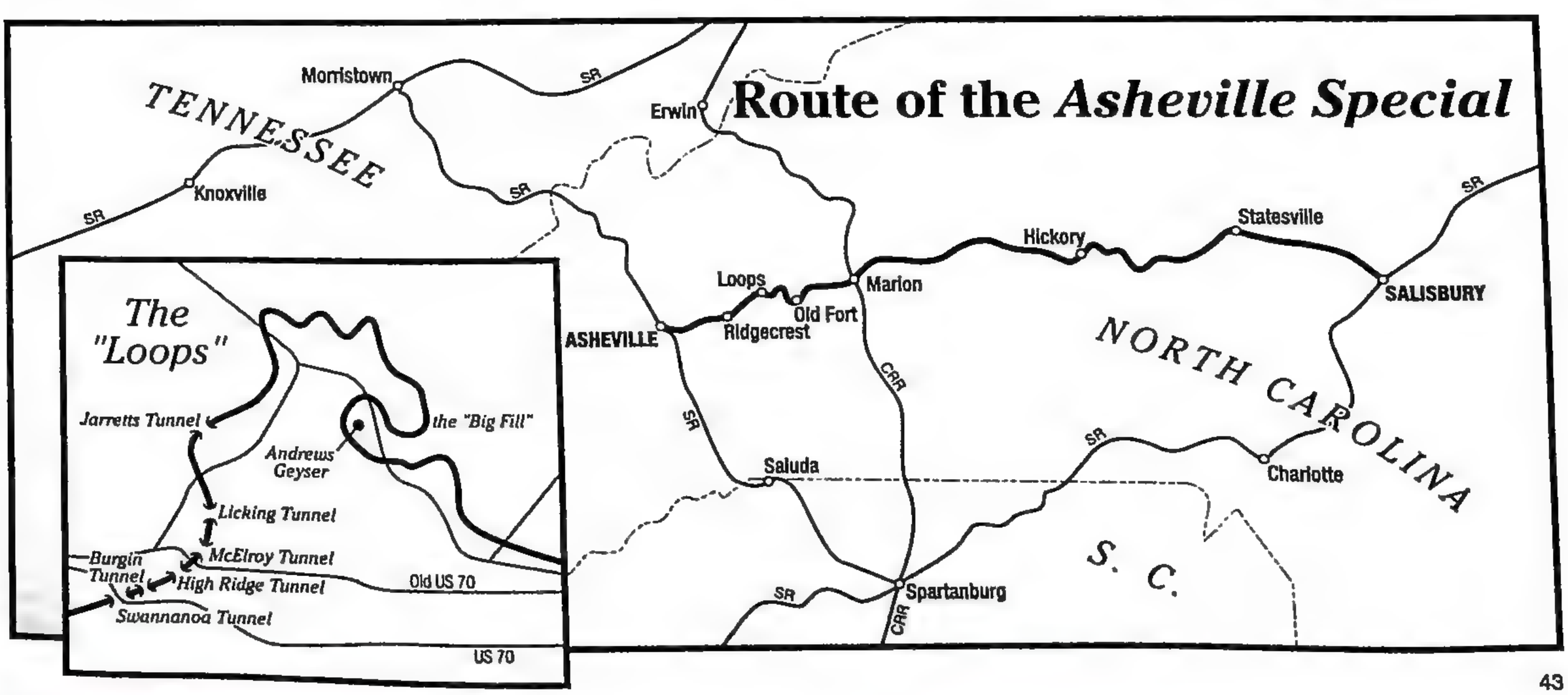
route was considered to be the most scenic of the four Southern lines into Asheville and included the loops and tunnels between Ridgecrest and Old Fort. Counterpart train No.3 made its trip through the mountains in darkness after 9:00 p.m. The trains ran only on a Sunday-Tuesday-Friday schedule, going to Salisbury in the morning and returning to Asheville in the evening.

Before this last schedule was adopted, the Southern had made changes that gradually downgraded the service to this level. In early 1970, operating as trains No.15 and No.16, the *Asheville Special* was still a daily train with a New York-to-Asheville sleeping car. Connecting service was at Greensboro, North Carolina, with the *Crescent* northbound and the *Peach Queen* southbound. The sleeper was cut back to Washington-to-Ashville in February 1970 and then eliminated completely later that year. At the same time the connecting trains were changed to the *Piedmont*. In September 1970, I rode the trains from Statesville, North Carolina, to Asheville and back just before the service was reduced to tri-weekly in November 1970.

After this change, the trains (still No.15 and No.16) operated westbound on Monday-Thursday-Saturday and eastbound on Sunday-Wednesday-Friday with both trips during daylight hours. The route was changed at this time with Salisbury



SOUTHERN FP7 6136 was in charge of train No.4 in the loops on a misty mountain day near the end of the train's existence. The train bulletin at Statesville, North Carolina, was updated for the final time on August 5, 1975 (left). The scenic line has seen several passenger trips run over it since the demise of regular passenger service, as it was a popular route for Norfolk Southern steam specials.



becoming the connecting point with the *Piedmont* instead of Greensboro. This change eliminated service into Winston-Salem, making it the largest city in North Carolina without rail passenger service.

In June 1971, with most of the nation's passenger service either being discontinued or becoming part of Amtrak a month earlier, the final changes for the trains were made. The train numbers were changed to No.3 and No.4, the schedule changed to operate in both directions on Sunday-Tuesday-Friday only; and one improvement was actually made. The Southern had not joined Amtrak, but its Central of Georgia subsidiary did join. All of the CofG's remaining trains were discontinued and a dome coach that had been

the discontinuance was soon approved; the last day of operation was set for August 5, 1975. The late Frank Clodfelter had persuaded Southern's management to use a pair of green and gold E8s on the final trips. F's had been normal power for the trains.

I had decided to get one last look at train No.4 and drove from Raleigh to Graphite (just west of Old Fort) early in the morning of the 5th. The weather was typical for North Carolina in August - humid, hazy, and hot. I took a few photos of No.4 but didn't get any really good ones because of mostly cloudy skies. However, I did at least get to see the last run of a favorite train and in a sense pay my respects.

TWISTING THROUGH THE LOOPS, Southern train No.4 trails FP7 6136 at Dendron **(above).** The photographer is standing on the spot where the train had been a few minutes earlier on its eastbound descent. RS3 2046 and FP7 6142 were on train No.3 at Old Fort in October 1974 **(right).**

used on the *Nancy Hanks* was transferred to be used on trains No.3 and No.4.

With this final configuration, the trains lasted until the moratorium on canceling service on non-Amtrak routes expired on January 1, 1975. The Southern soon asked for several changes to its existing passenger schedules including the dropping of No.3 and No.4. A brief note in the June 1, 1975, timetable stated "Application has been made to appropriate regulatory body to discontinue Trains 3 and 4. Consult agent." At last, time had run out for the trains as

The Southern tried a scenic train between Asheville and Old Fort, but it wasn't very successful and lasted only a season or so before being dropped. The Salisbury-Asheville route was a popular one during the Norfolk Southern steam excursion era and usually saw more than one trip per season. There has been at least mention of a state backed passenger train on this route like the *Piedmont* and *Carolinian*; however, it remains to be seen if Asheville will again have regular passenger service after a twenty plus year absence.

Dunkirk's Locomotive

FORMER-BOSTON & MAINE 0-6-0 No.444 resides at the Chautauqua County Fairgrounds in Dunkirk, New York, near the shores of Lake Erie. The switcher was built in 1916 by the American Locomotive Company's Brooks Works, which were located in Dunkirk, and now serves as a monument to all the employees that worked in the shops over the years. The city searched 14 years for a hometown engine for the display.

How a New York City brought a locomotive back home

by Robert Dyment

RAILROAD BUFFS from throughout the country often take Exit 59 of the New York State Thruway into the city of Dunkirk, driving straight down Vineyard Drive, turning right on Central Avenue, and a few hundred feet to the left see what looks like a steam locomotive in a yard with a boxcar and caboose. It's less than a two mile trip from the Thruway exit to this unique train site. It's only a display, but there's more to it than meets the eye.

Steam locomotive No.444 continues to be the pride of Dunkirk, a city of nearly 14,000 people, located on the southern shores of Lake Erie — a municipality steeped in railroad history when the former American Locomotive Company's Brooks Works was turning out steam locomotives at their Dunkirk facility including the 0-6-0 on display, built here in 1916 as Boston & Maine's No.444.

After many faithful years on B&M branch lines and yard service, No.444 was sold in April 1952 to the then-H.E. Fletcher Company of West Chelmsford, Massachusetts, for use in its granite quarry. The 70-ton, class G-11-b locomotive, one of only 43 known remaining Brooks Locomotives in the world, sat idle for nearly 30 years, having been used for only ten months in the quarry before being replaced by a diesel switcher.

The Dunkirk Historical Society had been searching for 14 years for a locomotive made in Dunkirk to return home. Committee members, when on family vacations, always made it a point to locate Alco/Brooks steam locomotives and often met with their owners to discuss possible acquisitions. Letters of inquiry had been sent as far away as Alaska. "There are not many Alco/Brooks locomotives left and those who have them were not willing to part with them," said Roy Davis, Vice President of the historical society.

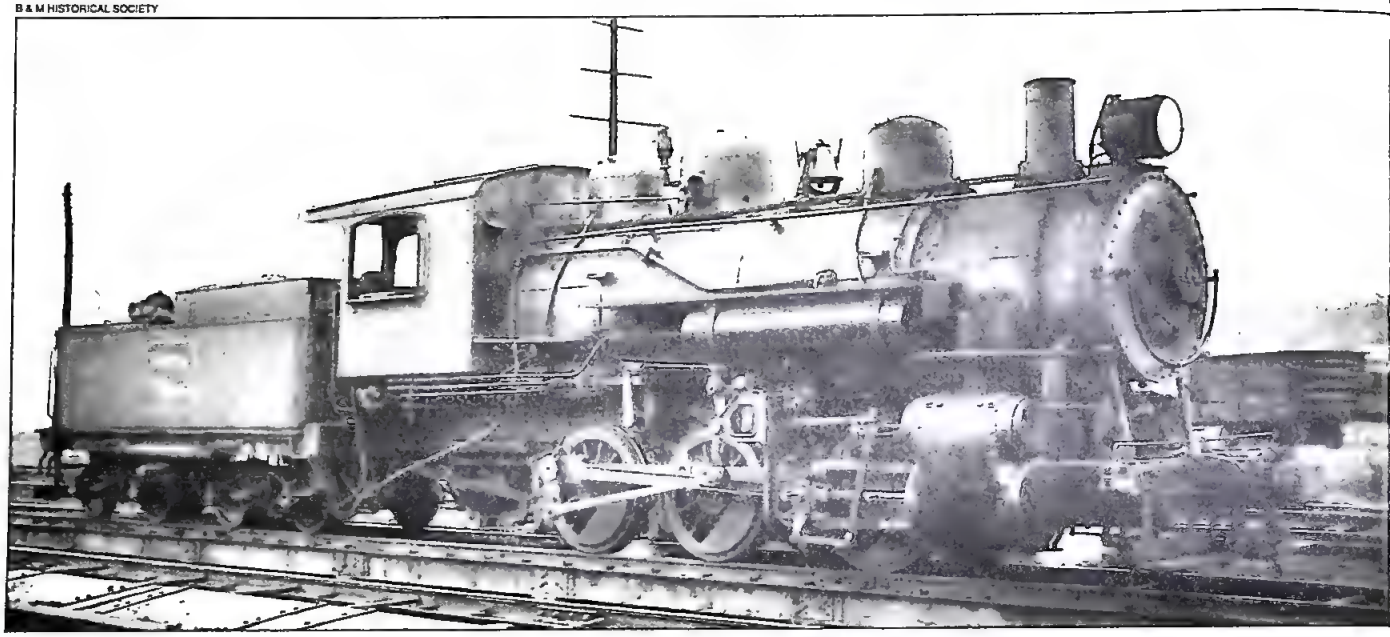
Dunkirk's Alco plant

The steam engine display, to be located at the Chautauqua County Fairgrounds in Dunkirk, was to be dedicated to the many thousands of workers employed at the Alco/Brooks Works plants in town. From the time Dunkirk became the western terminus of the New York, Lake Erie & Western Railway, to the closing of the local plant of Alco, the fortunes of Dunkirk and the entire western portion of New York state area had always been closely associated with railroads. The Brooks Locomotive Works of Dunkirk was incorporated in New York State on November 11, 1869. The initial order for locomotives was from the Erie Railway Company for 25 eight-wheel type engines of six foot gauge, which was the standard gauge of the Erie Railway at the time.

The year ending December 31, 1880, was a fruitful one and 100 locomotives had been completed. Production continued to increase and by 1882, the total annual output was 203 locomotives. In the years that followed the production of locomotives fluctuated with the economy of the times and by 1901 business increased

Dunkirk's Locomotive

B & M HISTORICAL SOCIETY



***DUNKIRK's LOCOMOTIVE** was built for the Boston & Maine and was photographed working the yard at East Deerfield, Massachusetts, in August 1937. It was sold in April 1952 to the H.E. Fletcher Company of West Chelmsford, Mass., where it worked in the company's granite quarry for only ten months before retirement (**opposite**). It sat on the quarry's spur for 30 years before being rescued by the city of Dunkirk.*

substantially and 317 locomotives were manufactured in one year. The American Locomotive Company was incorporated on June 10, 1901, and soon absorbed the Brooks Works. At its peak, the Dunkirk plant covered 118 acres of land, had floor space of 1,063,000 square feet and was capable of an annual output of 1000 100-ton engines with employment of 5000 men.

In the early days of World War I, locomotive building was interrupted while the Brooks workmen concentrated on a British contract for 1,250,000 high explosive shells. Besides manufacturing locomotives these many years, the Brooks plant also fabricated thousands of locomotive parts and large numbers of engines were overhauled in its repair shops.

But the era of steam locomotives was fading with the advent of the diesel engine. The Brooks works of the American Locomotive Company became the Alco Products plant in 1930 and began making equipment for the oil refining industry.

A discovery is made

The historical society finally got the break it wa looking for in 1986 when John Chick, Jr., of Acton, Mass., not far from West Chelmsford and the Fletcher quarry, contacted the historical society. Mr. Chick, himself a railroad buff, was born and raised in Titusville, Pennsylvania, and had, by chance, met representatives from Dunkirk while attending a railroad convention in the midwest. He informed the society of his discovery of the steam engine and tender. "He took a photograph of the engine and sent it to us," Davis said. The society then sent Davis, Ray Haines and Gary Anson — all members of the railroad committee — in June 1986 to meet with officials of what is now known as the Fletcher Granite Company to inspect the engine.

Paul Keaney, Fletcher's president, welcomed the Dunkirk contingent.

Building display locomotives

The Dunkirk Brooks Works locomotive plant had the honor of building locomtives for display purposes. In 1901, Alco/Brooks received a gold medal for its exhibit at the Pan American Exposition in Buffalo. In 1904 it sent five locomotives to the Louisiana Purchase Exposition in St. Louis. Again in 1909, an exhibition engine was built for the Alaska-Yukon-Pacific Exposition in Seattle.

And, when it was over, Mr. Keaney had donated both the engine and the tender to the Society. It was their responsibility, however, to transport it back to Dunkirk, which was estimated to cost about $20,000. It was then the real work began!

The effort begins

The three society members, joined by two others the following day, Roger Schulenberg and Keith Ossman, began the tedious job of hacking through thick underbrush to reach the engine. The spur on which No.444 had been parked was long ago abandoned by Fletcher and was no longer maintained. Using chain saws, the Dunkirk crew slowly, but patiently, hacked their way along 200 yards of track from the access road to the end of the spur. Reaching the engine late in the afternoon, the crew began to methodically oil all her joints. It had been 30 years — or since President Eisenhower served in the White House — that No.444 had spun her wheels.

"When we reached the locomotive it was covered with 30 years of overgrowth and a victim of age, rot and sometimes vicious New England weather. As we started to pack the gear boxes with grease, we soon found that whoever put her away did a great job,"

explained Roy Davis. He was referring to Fletcher railroad personnel who obviously took pride in their work — and their locomotive. "They cleaned out the tender, pan and fire grates. They even greased her up," said Davis. Some of their grease was still evident 30 years later, and parts inside the engine were even still shiny.

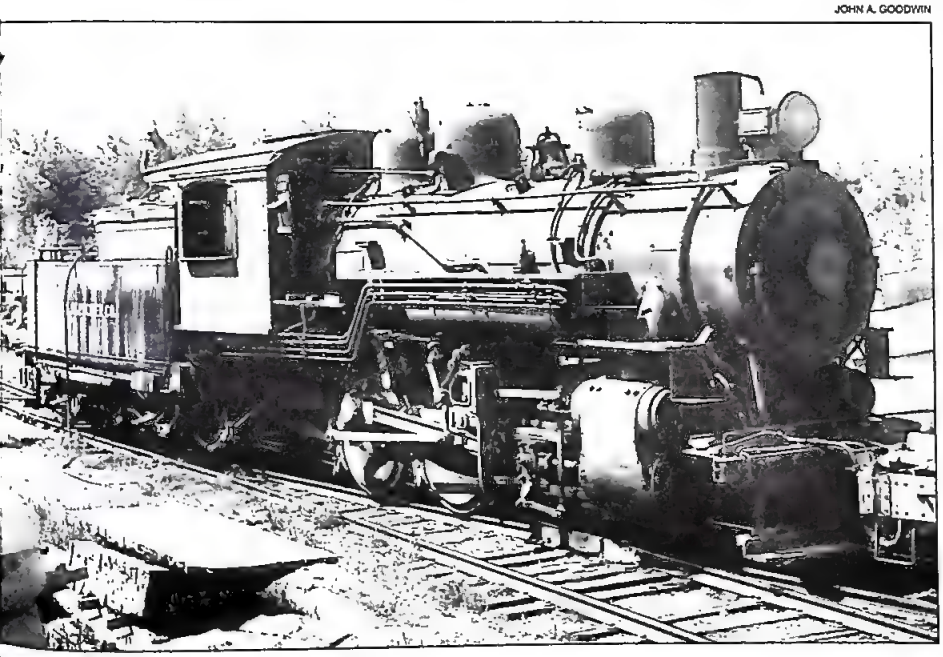
Over the years the spur on which No.444 was parked was used as storage for other outdated and replaced railroad equipment, including a turn-of-the-century steam crane. As equipment was pushed in and pulled out of the spur, No.444 had been nudged forward and was actually off the track past the end of the spur.

In order to raise the $20,000 needed to cover expenses for returning No.444 to Dunkirk the Historical Society initiated a "Buy a Railroad Tie" memorial fund. For every donation of $100 or more, the Society would affix a brass plate to the end of a railroad tie at the display site with the name of the donor and/or memorial request engraved upon it. To donors of $25-$99, the Society issued a commemorative railroad stock certificate. The fund raising project, with the backing of the community, was a success.

On a Saturday morning in late September 1986, Fletcher personnel were on-site and began moving the other railroad cars and equipment to a siding. However, the present Fletcher diesel was not powerful enough to pull No.444 and her tender back on the track. Thankfully, James Robinson of Dublin, New Hampshire, was no stranger to railroads or heavy equipment. With the other cars out of the spur, Robinson backed his diesel-powered tractor truck down the tracks. While several of the Dunkirk Historical Society members worked to repair rotted ties and shore up the railbed, Mr. Robinson surveyed the scene and began issuing orders.

Around 10:15 a.m., the diesel roared again. Spectators, reporters, photographers and local railroad buffs were warned to step back. The time had come. No.444 was ready to go home. As the diesel strained, tension grew as taut as the cables. The 14-year search, the countless hours, hung in the balance. With a thud and a creak the 89-ton steam engine began to move. A few inches and the train was back on the track. A few more feet and old No.444 was on her way.

JOHN A. GOODWIN



Enter Dave Conrad

Up to this point the work had been done by the historical society railroad committee members who had invested countless hours ensuring the 0-6-0's safe trip home from West Chelmsford, Massachusetts, to its home in Dunkirk, a distance of about 600 miles, as well as the citizens and businesses of the city who had pledged their financial support. But now it was time for the "professionals" to take over. David Conrad, a native of Illinois, has loved trains since his boyhood. And, unlike most of us who have been unable to turn a boyhood love into a grown man's profession, Conrad has worked with steam engines for most of his career, most notably with the Valley Railroad in Essex, Connecticut.

An expert on the restoration and renovation of steam engines, Mr. Conrad also is no novice to moving trains. He was responsible for the safe relocation of Steamtown U.S.A., the largest private collection of American steam railroad memorabilia in existence in the 1980s, from Bellows Falls, Vermont, to Scranton, Penn., where it became the foundation for Steamtown National Historic Site. The fate of 444 in late November 1986 was placed into the hands of Conrad and his associates. "We could not have done this without Dave Conrad," said Ray Haines, one of the driving forces

A big engine for UP

Union Pacific's efforts to improve upon the gross tons per mile, per train-hour resulted in the largest non-articulated steam locomotive ever built. Built at the American Locomotive Company/Brooks Works plant in Dunkirk, the 4-12-2 was named the "Union Pacific" type and numbered 9000, was nearly 102 feet long and was completed in March 1926 and delivered in April of that year.

The engine's 16-foot, eight-inch height from rail to stack, and its high headlight lent the front end a flair accentuated by smokebox-mounted pumps. The outside main rods were 13 feet 9¾ inches long.

No.9000 proved capable of moving a Mallet's tonnage at 35 miles per hour instead of 20 miles per hour for less than half the coal. In 1926 the Brooks Works completed an additional order for 14 more 9000s and in 1928, the company built still another 15, making a total output of 30 engines of the 9000 series for Union Pacific.

From 1928 until its retirement in 1956, the prototype 9000 ran off 1,680,632 miles, and now sits on display at the Los Angeles Fairgrounds at Pomona, California.

In 1929 the last Brooks locomotive, a 2-8-2, was built for Crossett Western and is in operating condition at Shelton, Washington (see R&R June 1996 for a feature on Crossett Western No.10).

Dunkirk's Locomotive

JOHN CHICK

DAVID CONRAD

TREES, WEEDS AND A DERAILED LOCOMOTIVE *were the first things members of the Dunkirk Historical Society saw when they inspected No.444 at the Fletcher quarry (above left). Ray Haines, Gary Anson and Roy Davis of the society prepared No.444 for loading onto a flatbed truck (above right). Two 100-ton cranes were used to place the locomotive on the trailer (below) at the Fletcher quarry. The truck took the engine three miles, where the journey resumed by rail.*

JOHN CHICK

on the Railroad Committee responsible for bringing steam locomotive No.444 home. Conrad began preparing Dunkirk's pride for her voyage. "A lot of low hanging rigging had to be removed. Clearance was a major issue," he told Dunkirk committee members who had arrived in the area to assist.

On Monday, December 1, 1986, two 100-ton cranes arrived at the Fletcher quarry. Gently, the restraining cables were placed beneath first the tender and then the engine. With a mighty roar, the cables lifted the locomotive and tender off the track about six feet into the air. A large low-boy trailer was carefully maneuvered underneath and the train then gently lowered onto the bed of the truck. Tuesday morning, December 2nd, No.444 slowly but majestically moved along the back roads of West Chelmsford on her way to the School Street crossing. Under police escort, and moving at a snail's pace, the three mile ride took a little over an hour. Arriving at the siding about 11:00 a.m., the two hydraulic cranes already had been moved into place and were poised for action. All that remained were to unload the engine and her tender from the low-boy trailers, onto the waiting flatcars parked on the spur. Once again, the hopes and dreams of the Dunkirk crew seemed near. Once the cargo was placed on the flatcars, a few hours work in securing them would be needed and No.444 would be continuing on its way home.

Back to the quarry

But, the near-festive spirit of the large crowd faded as railroad police arrived and halted the move. Mr. Haines was informed there was a problem with insurance and permits, and the locomotive couldn't be loaded. Frustrated with the news, Dunkirk officials, Mr. Conrad and John Shaughnessy, the Boston trucking company official hired by the historical society, frantically began making telephone calls. While it appeared that all insurance coverage were in place, the necessary documents were not. "It would have been nice if the railroad people told us they needed these before that morning," said Roy Davis. "I have never needed this before," added Mr. Conrad who had dealt with the B&M many times.

About 1:15 p.m. it became apparent the railroad would not make the necessary concessions and the move would have to be delayed. After discussing several possibilities, the decision was made to return steam locomotive No.444 to the Fletcher quarry. About 90 minutes later, it was back where it had spent the previous 30 years, but no longer in the weeds.

It wasn't long before the necessary paper work was completed. However, because of a delay in the availability of

ROBERT DYMENT

More Dunkirk History

Another piece of Dunkirk railroad history arrived home on Sunday, February 11, 1996. This time it was the sleeper-coach *Dunkirk Harbor* after Amtrak accepted the bid of the Dunkirk Historical Society for the car. It was inspected by Roy Davis, chairman of the Society's Railroad Division, and member Dan Feneziani in New Orleans on November 10, 1995 and was found to be in excellent mechanical condition, with a clean and virtually intact interior.

"We tracked it down in the middle '80s, but at that time it just carried a number," said Mr. Davis. He wrote to Amtrak in 1986 concerning the sleeper-coach and requested the name be returned. The name *Dunkirk Harbor* and the names of other sleeper-coaches were again placed on the side in 1988 because of Mr. Davis' efforts.

"It ran for New York Central when it was built," Mr. Davis said. Built by Budd in 1949, the sleeper-coach was named *Dunkirk Harbor* in keeping with a popular practice of naming cars for different cities and locations along their route. The *Dunkirk Harbor* ran on the *Lake Shore Limited* between New York and Chicago. It was one of five New York Central sleeper coach cars still in operation until April 1995.

"They had a *Lake* Series, a *Harbor* Series and a *River* Series with different configurations on the inside," former NYC car foreman Dan Feneziani said. "I understand at one time all the cars were named by George Pullman's daughter." Sleeper-coaches were developed in the late 1950s to create more accommodations and to be more affordable. The *Dunkirk Harbor* began its career as a 22-roomette sleeper before being remodeled in 1961 into a sleeper-coach, he said.

The *Dunkirk Harbor* has changed hands several times, running for New York Central and Penn Central before coming to Amtrak in 1971. For the past several years Amtrak has been retiring Heritage cars, ones that were inherited from rail companies that existed before Amtrak was formed. New cars are built to Amtrak's specifications and are easier for the company to maintain.

Davis said that plans for the 85-foot-long sleeping car call for having the interior, which contains 26 small sleeping compartments, modified and refurbished by historical society volunteers into a small kitchen, four or five sleeping compartments, a dining area and a lounge. "When completed, the car would be moved to the Buffalo area and operated on excursion trains as a representative of the Dunkirk community," Mr. Davis said — ROBERT DYMENT.

the cranes, it wasn't until Thursday, January 15, 1987, at 10:30 p.m. that the engine and tender started their journey back to Dunkirk on flatcars. Moving west across Massachusetts and into New York State, the two cars were transferred at Rotterdam Junction, New York, to Conrail for their final trip to the place where No.444 was built.

On Friday, February 20, 1987, both No.444 and its tender finally arrived home, slipping silently into Dunkirk in the middle of the night, being dropped off at the Conrail yard a short distance from Progress Park, the industrial complex that once housed the plant where the locomotive was built in 1916. As John Denver once said, "hey, it's good to be back home again."

The final moves

In several weeks No.444 and its tender were moved to the Niagara Mohawk Power Company steam plant where they were steam-cleaned and eventually loaded again onto lowboy trailers for a three-mile journey to the Chautauqua County Fairgrounds. Once there, they were lifted onto tracks, coupled up with the already restored Delaware & Hudson wood-sided boxcar No.22020 (built in 1907 and donated to the city by Al Tech Specialty Steel of Dunkirk) and New York Central wooden caboose No.19224 (purchased by three society members). Historical society members spent almost three years cleaning, wire brushing, grinding, priming and painting No.444 and its tender until today it looks as though it just came from the former Alco/Brooks plant where it was built in 1916.

It was Sunday, September 3, 1989, that steam locomotive 444, its tender, the boxcar and caboose were formally dedicated at the Fairgrounds. More than 200 people joined members of the Historical Society of Dunkirk for ceremonies that included the unveiling of the locomotive plate number and memorial plaques on each of the railroad cars. Preceding the dedication ceremonies, a buffet luncheon was served with guests introduced, including John Chick, who had originally found No.444 for the historical society.

Today, the Alco/Brooks Railroad Display has been visited by hundreds of railroad buffs passing through. It's less than two miles to the site from the New York Thruway's exit 59, and about 40 miles west of Buffalo. Open year 'round, there is no cost to visit the display. "This display is a tribute to the men and women of the Brooks Locomotive works, and the railroads that built this country," says Roy Davis.

It's also a tribute to a group of men who spent 14 years searching for a steam locomotive built in Dunkirk, dreaming to bring it back home. It took a nationwie search, a lot of persistence and one lucky break. But after more than a decade of dreaming, their dream was finally realized.

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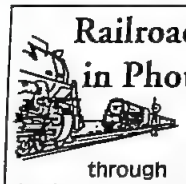

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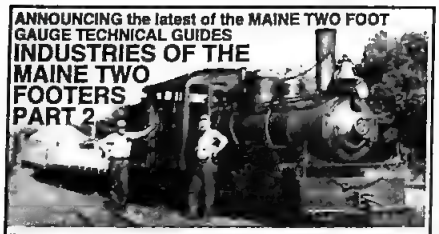

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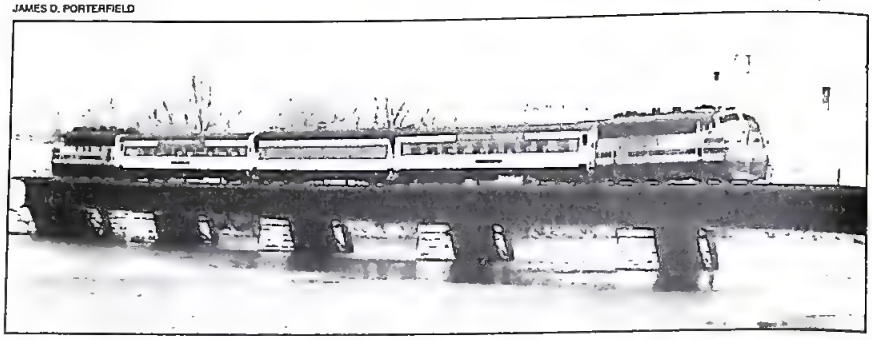
ON THE MENU

by JAMES D. PORTERFIELD

JAMES D. PORTERFIELD



THE *IOWA STAR CLIPPER* was the first of the "modern era" dinner trains when it began operations in 1985. It operated out of Waverly, Iowa, with former-Chicago & North Western F7s 407 and 416 bracketing diners *Velvet Rose* and *Snowbird* and a kitchen car. Coe Rail, operators of the *Michigan Star Clipper*, purchased all of the Iowa equipment and moved it out of Waverly. The seven miles of ex-Cedar Valley/ Chicago Central/Illinois Central right-of-way used by the *Iowa Star Clipper* will be converted to a nature trail.

A fallen flag

A recent bundle of clippings from Michael Bartels, a valued reader in Lincoln, Nebraska, who follows dinner trains avidly, included an assortment which, taken as a whole, described the demise of one of the nation's first, and thus longest-running, year-'round dinner trains.

It began on August 7, 1997, with word that Larry Coe, who owns Coe Rail and operates the *Michigan Star Clipper* out of Walled Lake, Michigan, wanted to "take over operations" of the Waverly, Iowa, train. To that end, Coe bought the *Iowa Star Clipper's* motive power and train set and entered negotiations to take over the entire operation, track, underlying land and barrel.

An August 20, 1997, headline hints at trouble, saying "Dinner Train Sale Decision Postponed." The reference is to a decision by shareholders of the business to, as subsequent events would reveal, continue negotiating a takeover of the business while keeping the train set in Waverly, Iowa.

By September 4th, newspapers were reporting an end to negotiations. Coe announced a decision to move the train. The owners of the right-of-way said they would seek to convert the now abandoned seven miles of track to a nature path or bike trail.

Any doubt of the outcome of this episode was erased on October 11, 1997. By then the dinner train had been shut down and the equipment moved out of town. The city of Waverly had begun negotiating to acquire the seven miles of land underlying the track. Remaining tools, equipment, and memorabilia were auctioned off to, in part, pay off holders of gift certificates for future runs of the train. Ignominously, the item drawing the highest bid was a walk-in cooler.

"The *Iowa Star Clipper*," wrote Bartels, "would be the first of the 'modern' dinner trains. My sister and I rode it during the first summer (in 1985), when it came as far north as Glenville, Minnesota on a rotating schedule from various towns up from Cedar Falls, Iowa. They later dropped the Minnesota end of it and finally began operating out of just Waverly Iowa."

In the last year of operation, the Des Moines *Register* repeatedly trumpeted the fact that the train "carried more than 9000 passengers." But when you consider *Iowa Star Clipper's* schedule called for as many as eight runs a week, that averages fewer than 30 riders per trip. And 9000 riders pales when compared to the high five- and low-six figure ridership enjoyed by other year-around dinner trains.

"No doubt it got to be pretty expensive just moving an empty train around," concluded Bartels.

Of special interest

Now for some good news: *All Aboard with E.M. Frimbo: World's Greatest Railroad Buff,* the railroad writings of *The New Yorker* "Talk of the Town" columnist Rogers E.M. Whitaker, is back in print. First published in 1974, it is now a "greatly expanded (paperback) edition" — meaning it contains 21 previously uncollected pieces — from Kodansha International Ltd. ($16.00). No book with such an ambitious subtitle would be complete without reference to rail dining in general and dining cars in particular. On these points *Frimbo* does not disappoint. In Chapter 13, "Dining-Car-Steward Days," Frimbo describes his experience as a "guest" steward on a north-south version of the *California Zephyr,* a precursor of the *Coast Starlight,* and in Chapter 48, "Corn on the Cob," details not one but two foraging escapades launched during the same trip from the platform of a private car. Short pieces about railroading from one of America's most literate magazines make the new

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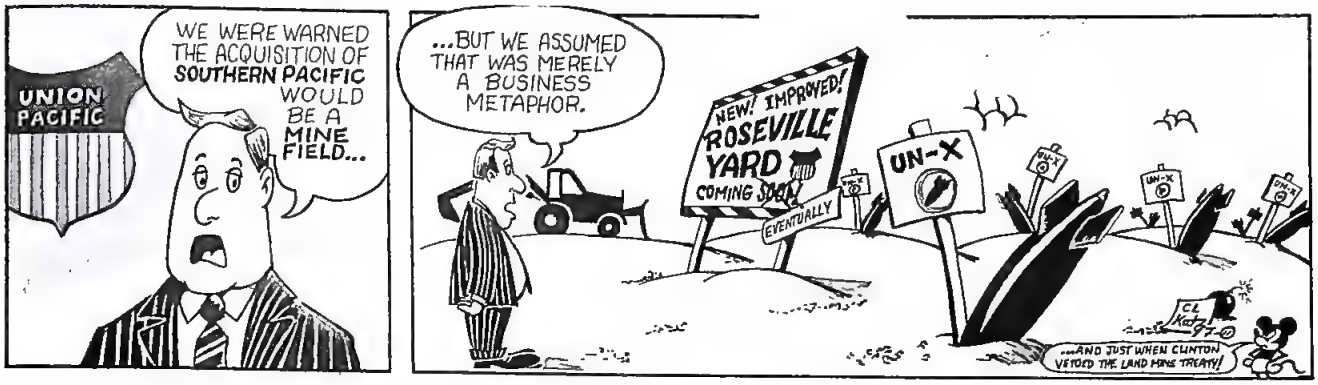
RAILFUN

by CURT KATZ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Happy anniversary and best wishes

In case you missed it, and I'm not hurt if you did, last month marked the fifth anniversary of ON THE MENU in RAILFAN & RAILROAD. It started on a snowy October afternoon in 1992 when I called R&R to inquire to whom I should address a proposal for a column on rail dining in all its contemporary variations. A career in sales taught me not to act surprised when my hold ended with Jim Boyd's voice. My book, *Dining by Rail,* was about to be published. I had just finished a feature for Amtrak's onboard magazine *Express* on that company's new "Chef of the Year" winners. I'd read somewhere that the old Michigan Central station in Battle Creek, Michigan, was reopening as a restaurant. As I was planning a trip to nearby Elkhart, Indiana, to research a project on the *Twentieth Century Limited,* I wondered if Boyd'd be interested in that as the kick-off column? to my delight, and his credit (I say that with affection, not conceit), he declared the idea "wonderful. Get right on it." It wasn't long before I learned Jim was an editor that gave his writers free reign: my trip to Elkhart resulted in me meeting Jake Szarwark and writing up his Jake's Junction in my first column (the Michigan Central story appeared two months later). At that point, Jim urged me not to forget our brethren west of the Mississippi, a comment I used to justify two swings across the country to ride dinner trains, meet interesting railfans and Amtrak employees and find my way onto a number of great train rides.

So it was with a touch of sadness that I learned this week that Jim Boyd is retiring as editor of RAILFAN & RAILROAD. I will always be indebted to Jim for his support for my column, for his friendship, for his unselfishness in sharing his knowledge of railroading and for more than one lunch when I visited Newton, New Jersey. I am happy to know him and wish him many miles of gleaming tracks ahead.

I'D LIKE YOU TO MEET ...

Robert Dyment

The author of the article on how a 14-year search by railroad buffs of Dunkirk, New York, brought back a locally built locomotive that now stands as a monument to the glory days when locomotive manufacturing was "king" in this city on the southern shores of Lake Erie is Robert Dyment. He had heard stories from old-timers about locomotive building in this city, and had become fascinated with the history of the American Locomotive Company/Brooks Works in Dunkirk. We let him describe what drew him to writing the article that begins on page 45.

"The former Alco/Brooks Works was one of the major employers of people from not only Dunkirk but throughout Chautauqua, the western-most county in New York state. It was world-renown as a builder of steam locomotives including No.444, built here in 1916. It took a group of dedicated railroad fans to locate and then return engine 444 to Dunkirk where it now stands on display as both a local and tourist attraction.

"As a writer for many national magazines, I often heard stories about these men searching all over the country for a locally built steam locomotive that could be returned home to Dunkirk. It was a difficult but successful search," says the author who was born in Buffalo, New York, rode many trains during two years spent in the Army in 1948 and 1949 and went on to a successful writing career that saw credits in most major business, industrial, transportation and technical magazines, as well as articles in *Reader's Digest, Popular Mechanics* and other consumer magazines. He lives in Fredonia, which adjoins the city of Dunkirk.

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Photo Line
The Rutland Train
SF to the Bay
CN's covered wagons

November 1986
Carolina Mixed
Exploring Fraser Canyon
River boats
Blue Mountain & Reading
Hartford & Slocomb

January 1987
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Quaboag and the Quasar
The Amador Central
Illinois Central on my mind

March 1987
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Snowtime Safari
Golden Spike Photo Contest
A gathering of "PVs"

October 1987
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Pinsly comes to Florida

November 1987
The NRHS Convention
Gasoline Alley
Baldwins on the Trona

December 1987
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The Mississippian tradition
IRM 1987 Railfan Weekend
The well prepared traveler

January 1988
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Greyhounds of the
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A touch of Gray
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February 1988
Copper trains in cactus Country
The Legacy of A.E. Brown
Photo train through Arkansas
Freight on the "6I"

March 1988
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Hey! Buddy
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May 1988
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Red River Valley & Western

July 1988
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Something old,Something new

August 1988
The Last F3, BAR42
The Railroads of Roaring Camp
Cabin Fever
Restored Santa Fe F-Units

September 1988
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October 1988
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Mountain Pass Marias

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& Ed Lynch

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Return of the Electroliner
Incoming Spuds

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The "other" 2-6-6-4s
Shooting Super Fleet in B&W

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The Schuylkill Shifter
Plaster City's Alcos
Hi 8 Video Introduction
Shifter

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Aboard the UP doubleheader
Maine's Quintessential
Short Line
Project 2472

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Tracking the Green Machine
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Amtrak's "Keystone
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Comparing the Bullets
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VIDEOS

New Arrivals

Two recent releases from Mark I Video, ***Summer Steam Spectacular Volumes I and II,*** do an excellent job of covering a variety of steam power literally from sea to shining sea. The first tape, ***Volume I: The Fabulous 4-8-4s,*** shows UP 844, Milwaukee Road 261, Southern Pacific 4449 and C&O 614 while the second tape, ***Volume II: A Festival of Steam,*** takes a look at Cass Scenic Railroad railfan weekend, Edaville Railroad Festival, Maine Narrow Gauge Railroad, Ohio Central SteamFest '97, Cumbres & Toltec Scenic Railroad, Nevada Northern Railroad, Heber Valley Railroad and Western Maryland Scenic Railroad 2-8-0 734 on a freight charter. Both volumes sell for $34.95 each and are 90 minutes in length. The tapes are available from Mark I Video, P.O. Box 404, New Milford, NJ 07646; toll free order hotline: 800/66-MARK1.

The Route of the Black Diamond comes alive in two archival-footage films, ***Memories of the Lehigh Valley Railroad, Volumes III and IV.*** In ***Volume III: Steam & Diesel, 1946-1956*** we find high-quality 16mm film of 4-8-4s, 4-6-2s, FT's and others, shot from New York Harbor all the way to Buffalo! ***Volume IV: The Final Decade, 1966-1976*** chronicles the last days of LV Baldwin DS4-4-1000s; Alco FA's, RS2s, C420s and C630s; EMD cabs and geeps and GE U23B's across the system. Importantly, there is no duplication of material on the entire four-volume set. Volumes III and IV

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R&LHS set of 32 annual meeting reports, 1931-34, 1942-53, 1955, & 1957-71, each is VG.....all for $30
PULLMAN "Indian Tree" medium oval platter, 10-1/2, Syr., t/m "PULLMAN", normal glaze wear, Gd.....$85
C&O 1944 calendar, 14-1/2 X 23, "Peake's Favorite Pin-up Girl" by Bracker, full pad, EX.....$400
B&M circa 1880s system map, 21 X 13-5/8, includes controlled lines + major connecting roads, removed from an annual report, nice color, VG.....$30
"JERSEY CENTRAL TRACTION CO." by Eid, s/b, 8-1/2 X 11, 76 pgs., historic pix, maps, Gd.....$20
B&O brass coach key, incised "B&O", Gd.....$10
UP brass lock and key, reverse of lock is cast "UNION PACIFIC CS-21 ROADWAY & BRIDGE DEPARTMENT", strong drop, unmarked key operates lock, attached chain, shows use but overall Gd.....$160
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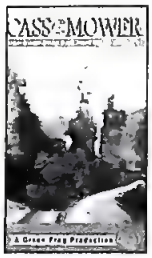
are available for $24.95 each and run 30 minutes. Synchronized soundtracks, maps and location graphics without narration are included. The tapes are available from Mark I video at the same address and phone number as the *Summer Steam Spectacular* tapes. Once again, the toll free order hotline is 800/66-MARK1.

Tracks of the Polar Bear from Chandos Television Productions, chronicles the operations of the Ontario Northland Railroad and takes a look at a typical day on the ONR and includes an informative pamphlet with the tape. The tape is available from Chandos Television Productions, 118 Cumberland Street, Cornwall, Ontario, Canada K6J 5T4, 613/933-6271 (voice), 613/937-0000 (fax). You can also e-mail them at *chandos@glen-net.ca* or visit their website at *www.glen- net.ca/chandos/*.

C. Vision Productions has released ***BNSF - Crossing the Cornbelt*** on BNSF's Marshall Subdivision, which runs from Willmar, Minnesota, to Sioux City, Iowa. About 20 different locomotive models and 60 trains (unit grain and corn, coal trains, general freights and locals) are featured along with a cab-ride view of the Garretson Branch line from Sioux Falls to Garretson, South Dakota. The 75-minute tape is available for $29.95 plus $3 shipping from C. Vision Productions, 406 S. Thompson Avenue #8, Sioux Falls, SD 57103-2058; 605/335-3104. Check or money order only.

The complete story of the Grand Canyon Railway is covered in ***Thunder Under Heaven,*** a 90-minute tape which takes the viewer behind the scenes on a day-in-the-life exploration of the Arizona tourist hauler. *Thunder Under Heaven* was over five years in the making and features all the locomotives in action on the GCRy including Alco Consolidations No.18 and No.19, Baldwin Mikado 4960 and Alco FPA4s 6773 and 6793. ***Thunder Under Heaven: Expanded Edition*** is also available and includes 160 minutes of in-depth coverage of the GCRy. *Thunder Under Heaven* is available for $19.95 plus $4.00 shipping for the regular edition and $35.90 plus $4.00 shipping for the 160-minute, two volume expanded edition. You can get a copy of the tapes from Golden Rail Video P.O. Box 10474, Glendale, CA 91209-0474; 818/547-4449, or toll-free 800/844-4449.

Feature review



Cass & Mower Logging Trains from Green Frog Productions, 200 North Cobb Parkway, Building 100 Suite 108, Marietta, GA 30062; 800/227-1336; 90 minutes, color, $29.95 plus $5.00 shipping; Visa/MC/Discover/American Express accepted.

The Cass Scenic Railroad is a West Virginia state park nestled deep in the mountains just west of the Virginia border. Built from the remnants of the Mower Lumber Company logging operation, the railroad boasts several operating Shay locomotives as well as a Heisler. In addition to the railroad, the entire company town is also owned by the state, and the park does a very good job interpreting life in a logging town.

Switch List

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ANNOUNCEMENTS:

JACKSONVILLE, FLORIDA, February 21, 1998, Southeastern Railroadiana Collectors Nineteenth Annual Railroadiana and Model Train Show. Over 325 tables. Jacksonville's Prime Osborn Convention Center, 1000 Water Street. 9 A.M. to 4 P.M. Admission $4.00 Tables $35.00. Information LSASE Martin, 4183 Paran Pines, Atlanta, GA 30327. 398

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RAILROAD EXCURSIONS

MAY 2ND 1998 - Open House & Railfan Day, Mount Rainier Scenic RR, 10 A.M. to 5 P.M., featuring 5 steam locomotives, Alco diesels, train rides, run-bys, meets, freight trains, exhibits, and shop tour. Pre-paid advanced reservations are required. Coach $80.00, Deluxe Coach $90.00, add $10.00 for box lunch per ticket and First Class $125.00 lunch included. Check, Money Order, Visa and Mastercard accepted. MRSRR, PO Box 921, Elbe, WA 98330-0921. 360-569-2588, fac 360-569-2438. 598

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FOR SALE

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This could very well be the best tape produced on the Cass Scenic Railroad for a couple of reasons. First, most of the tape was photographed during the Cass photo specials organized by railfan Carl Franz, so there are very, very few shots of trains hauling the rather ugly green flatcars-turned-tourist coaches that Cass utilizes on their regular runs. Second, there's a good dose of vintage material on this tape originally shot on 16mm film, which puts a lot of the "tourist era" footage into context.

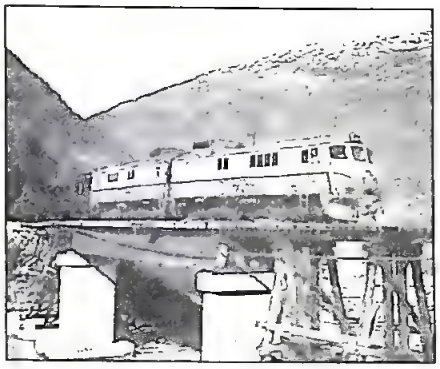
Cass & Mower is divided into four primary sections, the first being overview of the Cass photo specials, which have been run every year since 1975. Not to be confused with the Cass Railfan Weekend, which draws hundreds of camera-toting fans to West Virginia, the photo specials are a limited-capacity (about 80 people, usually) event that maximizes quality photo stops and strives for authenticity. The only concessions made to historical accuracy is the placing of the locomotives on the front of the logging trains (Mower always had the Shays pushing up the hill). Usually the photo specials consist of two trains — a photo train made up of an open flat car with railings and a couple of Cass coaches to carry the photographers and a logging train carrying no passenger cars but run strictly as a camera target.

The second part of the tape is worth the price of admission. This section consists of 16mm movies transferred to video showing Cass and the lumber mill in 1960, just before Mower shut down, from the camera of Bob Flack. We see not only the Shays, but scenes of cars being unloaded into the mill pond, the four-wheel rail-riding dollies that were pushed around the mill, the hand-powered transfer table for the dollies and more. Good stuff!

The bulk of the tape shows the line from Cass to Bald Knob, the second-highest point in West Virginia, arranged geographically, interspersing vintage and contemporary scenes in spring, fall and winter. Real nice. The final section covers photo special trips on theDurbin line over the years with Western Maryland 6, the largest Shay in the world, as well as an ex-WM BL2.

The tape includes live and dubbed sound, with a slight dose of bluegrass music. On-screen maps, as well as a map insert, help the viewer along the route. Narration is professional and camera work is steady. This is the ultimate Cass tape — S.B.

NEXT MONTH RAILFAN & RAILROAD



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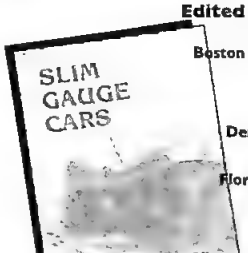

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TRANSIT CURRENTS

San Francisco's

BEGINNING IN FALL 1996, the San Francisco County Transportation Authority, the city of San Francisco and the San Francisco Municipal Railway (the MUNI) began planning for a Third Street light rail line. Streetcars plied Third Street for many years and this project is seen as a way to revitalize a sizeable portion of the east side of the San Francisco peninsula. The line is proposed to run from downtown San Francisco and serve China Basin, Mission Bay, the central waterfront to the west of Hunter's Point and Candlestick Park, and finally end up at the Caltrain Bayshore station in Visitacion Valley and Little Hollywood.

Important questions are how to bring the light rail line into downtown San Francisco and how it would link up with present lines or lines now in progress. One option has the light rail service operating into the Market Street subway as an extension of the MUNI Metro. This could be done by way of Third Street and link up to the MUNI Metro extension at King Street, following the MUNI extension tracks on King Street and the Embarcadero. Under this option the Third Street line would enter the Market Street subway portal near Folsom Street.

Another option for joining the Third Street line to the Market Street subway would be to operate along the western edge of Mission Bay and then turn west along 16th Street, veering in a northwesterly direction along the Caltrain tracks. The Third Street cars would then turn east on King Street, where they would connect with the MUNI Metro extension near 6th Street.

Yet another option is the proposed central subway. The light rail line would operate along the surface of Third Street and enter a proposed subway portal located somewhere between Brannon and Bryant streets. It would continue underneath Third Street, serving underground stations between Folsom and Howard streets and Mission and Market streets. At Market Street, with the light rail line still underground, it would cross above the Market Street subway and then run on to Chinatown via Stockton Street. In another option, the service would operate west on Geary Street and then north on Stockton, entering a subway station between Post and Sutter in the vicinity of Union Square. A potential sub-option would have the underground line run under Kearney Street with a subway station between Post and Sutter and a terminal under Kearney near California or Sacramento street.

There is also a surface-route option. Tracks would be built along Third Street to King where the connection would be made with the MUNI Metro extension. However, instead of entering the Market Street subway portal, the line would operate along the surface in the median of the Embarcadero and connect with the F-line streetcar service.

The decision should be made within a year on which option should be taken. Thanks to Leroy W. Demery, Jr., for the news from San Francisco.

The Liberty Liner finds a home

For the first time in more than 35 years, the Liberty Liner has a home. It is inside carbarn No.2 at Railways to Yesterday at Rockhill Furnace, Pennsylvania. Joel Salomon wrote an interesting letter about the work that went into the process.

First off, the Liberty Liner *Independence Hall* is the former Chicago, North Shore & Milwaukee Electroliner No.803 and No.804. It was operated as a Liberty Liner by SEPTA from 69th Street in Upper Darby, Pennsylvania (a Philadelphia suburb) to Norristown on the former-Philadelphia & Western. Carbarn No.2 was enlarged by a 16 feet by 200 feet addition for storage of the museum's rubber-tired fleet and indoor parts storage. The new addition allows the Liberty Liner to be kept inside at last. The entire 24-trolley collection will now be inside and under cover.

Mr. Salomon says that a number of cars in its collection will be de-accessioned, a word I haven't seen before, which means the cars will be disposed of. The museum's focus in recent years has been on cars from Pennsylvania.

An interesting thing is the placement of a Valley Railways car on wheels for the first time in 74 years. The museum does not have the proper 27G1 trucks, so in the nonce the car is being held up by specially adapted freight car trucks. What makes this car interesting is that it was originally built on a three-axle Robinson radial truck and was later outfitted with 27G1 trucks. The museum is looking for the proper 27G1 trucks and hopes to eventually restore the car to operation.

For more information on the museum, contact Railways to Yesterday at Rockhill Furnace, Huntington County, PA 17249; the business reply is P.O. Box 1601, Allentown, PA 18105; phone, weekends only, is 814/447-9576. The museum publishes a newsletter called *The Retriever*. Many thanks to Joel Salomon.

DART and development

A lot of people had reservations about the Dallas Area Rapid Transit. It took a long time for the light rail service to get underway, but now that it is operating successfully support is increasing significantly. The newspapers are treating the rail line exceptionally well. For example, in an editorial the *Dallas Morning News* recognized that

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Third Street Project

the Dallas Zoo had a 44% increase in patronage in May 1997 in comparison with a year earlier. No mystery — the DART line takes north Dallas residents to the zoo's front door. Another site that could be opened up for major increases in patronage is Fair Park, which houses a number of museums. While the Dallas rail line into the fair grounds is not scheduled to open until 2005, the future looks bright if the impact on attendance matches that of the zoo.

A strong vote of confidence in DART was given by developers recently. Construction will begin soon on the first major real estate project prompted by the presence of DART's light rail line. The new Mockingbird Lane station will be the focus of the development. The Mockingbird site will be linked to the rail line by a pedestrian bridge, and include more than 200 apartments and a shopping center constructed in an old warehouse. A motif of the development will be what the architects are calling "railroad station style." Thanks very much to James R. Fisher for the good news.

Ottawa #825

The restoration of Ottawa No.825 by the Seashore Trolley Museum is about to get under way. It was thought that all of the streetcars from Canada's capital had been junked when streetcar operations ended in 1959. However, Seashore Trolley Museum trustee George Sanborn finally discovered that a car was available. Omar Lavalee and Fred Angus of the Canadian Railroad Museum in Montreal found some cars in a junkyard near Ottawa. The best news was No.825 was restorable. The car has been at Kennebunkport since 1988 and now it is time to restore it. This will be the only Ottawa car in operation.. There is a lot of work to do. For more information contact the New England Electric Railway Historical Society, Inc., Seashore Trolley Museum, P.O. Box A, Kennebunkport, ME 04046-1690.

Newark monorail link

One of the difficulties in using air transportation in and out of New York City is the sad fact that none of the three major airports are served by rail. Now that Atlanta, Boston, Chicago, Cleveland, Philadelphia, South Bend and Washington have rail service to their airports, the Big Apple appears to be lagging. But do not despair, for a rail connection is in the offing. Ground has been broken for a $250 million link to connect the Newark International Airport monorail system to a new rail station served by New Jersey Transit and Amtrak trains. The trains serve New York City and northern New Jersey.

About 30 million riders use the Newark airport annually. It has become more attractive than LaGuardia or JFK because it already appears to be easier to reach. It is expected that 7000 people will use the Newark rail connection each day. The railway station, only 20 minutes from Penn Station in New York, should attract a tremendous number of people doing business in the city.

The Port Authority of New York and New Jersey is not going to stop with the Newark monorail link. The groundwork is now being laid for a peoplemover and fixed-guideway connections between JFK's ten terminals, the New York subway system and the Long Island Rail Road station at Jamaica. Many thanks to the Rev. Robert S. Cregan, S.J., for the news.

San Diego electric group

An inaugural run excursion on the Mission Valley extension of the San Diego Trolley was sponsored by the San Diego Electric Railway Association (P.O. Box 89068, San Diego, CA 92138). This took place on November 15, 1997. The Mass Transit Development Board set the official opening date for the trolley in December.

The San Diego group is very active; it attempts to touch as much of San Diego electric railway history as possible in its activities. For example, the October meeting was held at the former San Diego Electric Railway station in La Jolla. The building is now owned by the La Jolla United Methodist Church and is located at 6063 La Jolla Boulevard. The electric substation portion of the structure became a chapel for the church. Electric railway service ended here in 1938.

Ron Sutch, who was kind enough to send the information, also sent word that the names of the trolley lines in San Diego are about to change. The Bayside and East line will be called the Orange Line, and the combined north/south line and the Mission Valley line are to be called the Blue Line. There will also be a symbol to identify each line. Thanks to Ron Sutch for the news.

Flashes

Leroy W. Demery, Jr. posits that the Red Line subway in **LOS ANGELES,** once completed to Hollywood/Highland, will eventually average at least 100,000 passengers per weekday. Unless some factor imposes undue constraint on the capacity, he believes the number of patrons may rise as high as 130,000 and perhaps exceed 150,000, depending on how much crowding people are willing to take. Also, Douglas I. Duncan says that Los Angeles is now being blamed for buying too many subway cars. When the 74 cars of the present order are delivered, the Red Line subway will have 104 passenger-carrying cars. It needs only 30 or 40 to meet its needs. The surplus will be in place for a time until delayed construction projects to the east and west of downtown Los Angeles are completed.

Jim Cerny says that **PITTSBURGH's** Port Authority Transit is pondering how to complete several busway projects and also move ahead with a light rail improvement project in the South Hills. The airport busway project was dependent at one time on an additional 2.2 miles of busway and a new crossing of the Monongahela River.

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KODACHROME: JOHN HEWITT / JANUARY 1997

Holiday wishes

TEXAS ELECTRIC INTERURBAN No. 360 sends its traction holiday wishes in its Christmas season attire at Plano, Texas. The trolley, built by the American Car Company of St. Louis in 1911 for TE predecessor Texas Traction, was converted to a Railway Post Office car in 1932 and was retired when Texas Electric was abandoned in 1949. It is one of several pieces of preserved Texas Electric equipment located throughout Texas. Last year freight motor 501 and a trailer were saved by the town of Van Alstyne when they were discovered in a barn slated for demolition near Plano. Former-TE freight motor 952 still runs in San Antonio for the Texas Transportation Company.

At its peak, Texas Electric had three lines radiating out of Dallas. It served Sherman and Dennison to the north, Waxahachie and Waco to the south and Corsicana to the southeast — S.B.

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Apparently a scaled-back effort is acceptable to the feds.

LONG ISLAND RAIL ROAD patrons are enjoying use of the prototype bi-level cars now undergoing tests on the Port Jefferson line. The patrons particularly enjoy the dual-service locomotive pulling the new cars, a locomotive that can operate as a diesel or as an electric; there is no need to change at Jamaica. A popular train with commuters leaves Port Jefferson at 5:44 a.m. on weekdays and from New York City's Pennsylvania Station at 4:49 p.m. About a quarter of the proposed trips have been missed because of problems with the locomotive. Thanks to John Spychalski for the information.

Dick McSweeney writes that the **CHICAGO TRANSIT AUTHORITY** has a new CTA Transit Card. The new cards, which are available at many outlets, can be used on both buses and rapid transit trains.

BALTIMORE's rapid transit service at Reisterstown Plaza Metro subway station is getting important additions. There will be a hundred-child day-care center and a Baltimore City Police substation built at the station.

Marion J. Zych informs me that commuters who use the new Franconia-Springfield Metro station of **WASHINGTON METRORAIL** will get free Metro bus rides for three months during the latter part of 1997. This is part of an effort to build ridership quickly at the station. I also learned from Mr. Zych that the King Street and Van Dorn Metro stations in Alexandria will be the site of many hundreds of housing units and many thousands of feet of retail space. The land will be sold or leased to private developers willing to build around the stations.

In **MARYLAND,** interest is growing in extending SEPTA's commuter rail service beyond Wilmington and Newark, Delaware, to Elkton, Maryland. SEPTA provides this service and will probably have some trouble extending it unless money can be found to support it. Thanks to Henry Goode for the information.

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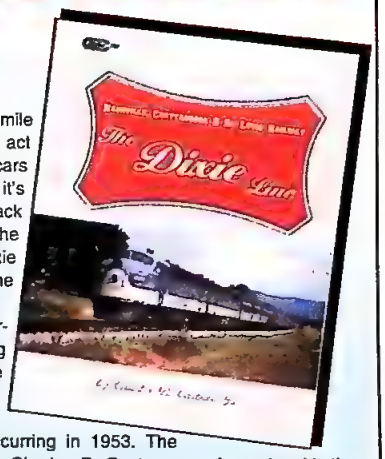

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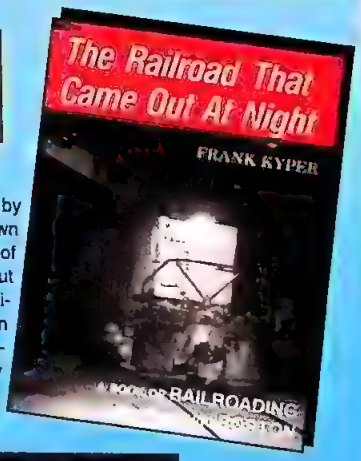

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Editor Boyd retires

THIS ISSUE MARKS THE FIRST EVER R&R without Jim Boyd as editor. Jim has retired so he may be able to get out and enjoy his railfanning and diving without the dread of deadlines looming over him. We wish him all the best.

At this time, we thought it would be appropriate to recount some of the highlights of Jim's career at R&R, and who better to do that than the man who served as Jim's associate editor for almost ten years, Mike Del Vecchio.

Jim Boyd and RAILFAN

The January 1998 issue of RAILFAN & RAILROAD was the last with Jim Boyd as editor, ending a 23-year, 250-issue tenure as the magazine's first and only editor. Jim intends to pursue a few railroad book projects, his historical diving and to just take it easy. It is a retirement well earned.

Jim Boyd joined Carstens Publications in 1971 as associate editor of FLYING MODELS magazine at the urging of his good friend Tony Koester, then editor of sister magazine RAILROAD MODEL CRAFTSMAN. Jim was an RMC contributor and helped editor Koester keep that magazine a leader in the field. In three years Hal Carstens showed Jim the first cover of the first issue of RAILFAN — Winter 1974 — and the rest, as they say, was history. Jim planned the content, designed the format and he enlisted top writers for the feature material. The first issue was strong in editorial and advertising, and it even contained a well-wishing letter from the legendary *Trains* magazine editor, David P. Morgan.

A quarterly at first, the magazine went bi-monthly with the August 1977 issue. RAILFAN was combined with the old RAILROAD magazine with the May 1979 issue, and R&R went monthly with the July 1987 issue. Along the way, R&R became known for putting the reader in the fireman's seat for the action. In the 1970s when operating steam locomotives could be counted on both hands and one foot, RAILFAN covered them all, from behind the scenes coverage of the *American Freedom Train* to the firing and running of the original *John Bull,* the oldest extant full size locomotive in the world. Dozens of steam and diesel cab rides, stories from railroad owners and employees and trend setting railfans were in RAILFAN. While *Trains* magazine at the time was slick and polished and speaking mostly industry speak, RAILFAN was fun and useful from the very beginning. Boyd loves steam best, but he presented a contagious enthusiasm for all of railroading. He has an incredible knack for spotting the true significance of whatever was happening. He also loves art, and supported many an artist by prominently displaying their work, names such as Ted Rose and Robert Karsten.

Boyd's photographic style was also welcome in the mainstream rail media. A graduate of the Layton School of Photography in Milwaukee, Boyd understands imagery (lights and darks) and he presents very interesting and creative compositions. His CAMERA BAG column practically taught a generation of railfans the basics of rail photography. Boyd always strived to publish the best photography, and he would always welcome differing views and concepts from others as guest columnists. He would always encourage and work with newcomers.

I joined the R&R staff with the March 1987 issue, and I consider myself fortunate to have been able to work with Jim and watch him when he was his best. Some of his editorials from later 1980s are as good as anything that David P. Morgan ever handed in for typesetting. Boyd's tribute in

KODACHROME, DOUGLAS WEAVER

R&R STAFFERS PAST AND PRESENT were together on December 28, 1996, for Steve Barry's wedding. From left to right are former associate editor Mike Del Vecchio, then-associate editor (now managing editor) Steve Barry, then-editor (now editor emeritus) Jim Boyd and associate editor Christopher Kimler.

MARKERS to DPM was perhaps his best, as was his "Impressions of the articulateds" in that same issue (September 1987), and I can recall almost every word. His editorial on the restored PRR K4 1361 in the following issue is quite memorable, too.

Jim is one of those rare talents who can live the life, tell the stories and take the pictures. His book *Illinois Central, Monday Morning Rails* (Andover Junction Publications) is one of the most enjoyable and good-looking railroader biographies ever put into print — and all the stories occurred in just 13 months on the railroad. That book was nominated for an R&LHS award. Jim also wrote *Fairbanks-Morse Locomotives in Color* for Morning Sun Books.

Fortunately, this is not an obituary, and I hope in retirement Jim relaxes, writes a few books and organizes his life's photography. Jim was actively shooting during a critical time in railroading, just after the end of steam when exotic and colorful first generation diesels were everywhere. As a field service tech for EMD in the late 1960s, he delivered new diesels to dozens of short lines, and he photographed everything along the way. His collection is vast, diverse and worthy of the Smithsonian.

For me, it will be difficult to imagine RAILFAN & RAILROAD without Jim. After all, he *was* RAILFAN in so many ways, and he did so much to shape railfanning as we now know it. His own work and the work of others he chose to publish inspired countless railfans. He practically invented the railfan weekend and the night photo session; he made being a railfan respectable. And he was quite a bit responsible for today's preservation movement by making sure museum activities made it into print. He was a founder of the Northwestern Illinois Chapter NRHS, and he was one of the original corporate directors of the Tri-State Chapter in northern New Jersey.

During his last years at R&R, Jim was getting more and more active in historical diving — with steam-era hard hats and air pumps. He helped form the National Society of Historical Diving, and he recently received its senior achievement award for doing so.

Jim Boyd means a lot of things to a lot of people — more than he'll ever know. He can be reached at *JimBoydRnR@aol.com* and he will remain a contributor to R&R and other magazines. But it will be odd to see his name as a guest book reviewer in R&R's RAILROADIANA column. All the best in your retirement, Jim — MIKE DEL VECCHIO.

Cruisin' with the Lancaster Chapter

During the latter part of October, my wife Genie and I had the opportunity to join the Lancaster Chapter NRHS for an unusual rail excursion. We traveled to Costa Rica to ride the 42"-gauge railroad on the eastern side of the country. And the method we used to get to this excursion? We went the civilized way by taking a twelve-day cruise on the *Norwegian Dynasty,* sailing from Montego Bay, Jamaica, and finishing in Acapulco, Mexico, with a trip through the Panama Canal connecting the Atlantic and Pacific portions of the trip.

The trip was organized by chapter members Ron Irwin (who chaired the 1995 NRHS Lancaster convention committee) and Dennis Allen, with a big assist from Tom Shenk of Ridgeway Travel, also a chapter member. They had hoped that 40 people would sign up for the trip. Six months before the cruise sailed, the chapter had nearly 200 people signed up. The *Norwegian Dynasty* is a small ship (by cruise ship standards) with a capacity of about 800. As it turned out, only about 550 were on the ship, so about a third of the ship's passengers had booked their trip through the Lancaster Chapter.

Our trip started with the usual frantic rush of getting to the airport in Philadelphia, flying to Montego Bay, getting through customs and getting on the ship. Once on the *Norwegian Dynasty,* the first order of business was, of course, dinner. And Genie and I were thoroughly delighted to find that the Lancaster Chapter folks had seated us with Peter Smykla of Pine Bluff, Arkansas (a frequent R&R contributor) and his wife Sylvia, as well as Jim Bistline (former general counsel for the Southern Railway and guiding force of the steam program for 20 years) and Jim's friend Ellen Kimberly. For the next eleven dinners we would share conversation with these fine people.

After a stop at the Colombian island of San Andreas, we next sailed on to Costa Rica, where the chapter had arranged a

KODACHROME· STEVE BARRY

THE FIRST RAIL HIGHLIGHT on the Lancaster Chapter NRHS Panama Canal cruise was in Costa Rica, where the first passenger train in three years was run over the *Ferrocarriles de Costa Rica* on October 25, 1997. About 45 miles of trackage was covered and three photo runbys were staged with the GE-built diesel.

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FLORIDA FUN TRAIN is on the move with the catch-phrase "200 miles of smiles on the *Florida Fun Train*." Former Amtrak F40PH 374 (**right**) now wears a rainbow wave paint scheme and is lettered for *Florida Fun Train*, which is run pull-pull with former Amtrak F40 358; Tri-Rail / First American Railways is the parent agency. The luxury passenger cars were built by Rader Rail Car of Denver, Colorado, and feature a 1950's-style diner , a wine bar and pub, a video arcade car for kids, a Tiki Rail Bar with a Hawaiian motif and three dome cars. The *Fun Train* runs between Orlando (Kissimmee) and Hollywood, Florida (Sheridan Street Station) on the former-ACL/SAL route also used by Amtrak. For more info call 1-888-FUN-TRACK.

KODACOLOR PRINT: BILL VOLKMER

KODACHROME: FRANK TATNALL

RAILNEWS

JUNIATA TERMINAL has turned out another fully painted unit. Now lettered for its current owner and numbered 7250 (ex-Conrail 7250, exx-Conrail 7583, exxx-Penn Central 7230, nee-Pennsylvania 7230) the GP10 (**left**) has seen its share of rebirths since being constructed in 1959. The unit was seen on October 26, 1997, at the Juniata Terminal shops in northeast Philadelphia, Pennsylvania. It started its career as a GP9 but was rebuilt by the Illinois Central Gulf's Paducah Shops in 1978 into while working for Conrail. Bennet Levin, owner of business car Pennsylvania 120, also owns Juniata Terminal which rebuilds locomotives for lease and maintains private passenger cars.

KODACHROMES: BELOW, BEN KERR / BOTTOM, JAMES W. GUFFEY

CAROLINA SOUTHERN has painted GP18 951 (ex-Mid-Atlantic 951, exx-Duval Transportation 951, nee-N&W 951) into a brown-and-gold livery, a departure from the white and maroon previously used by the line. The freshly painted unit (**below**) was at Chadbourn, North Carolina, on October 23, 1997. The new image compliments passenger equipment used for the road's new excursion service operating over ex-ACL trackage out of Conway, S.C.

MADISON RAILROAD is painting their equipment into a red-and-gold color scheme. Their GP9E 3634 (ex-PNC 3634, exx-SP 3634, nee-SP 5793) was displaying the new colors at an industrial park on the north side of North Vernon, Indiana, where the unit is usually found. Madison's SW8 2013 was also being repainted, as well as a caboose in Madison, Indiana, that is used as the railroad's office. The railroad connects with CSX in southeastern Indiana at North Vernon and runs north to Madison on former PRR rails, a distance of 25.8 miles. The stretch of track between Madison and North Madison, as the railroad leaves the banks of the Ohio River, includes a six percent grade — steeper than Norfolk Southern's Saluda grade and perhaps the steepest of any non-tourist road in the United States.

PANAMA CANAL "MULE" PCC-39 waits to assist a ship through the Pedro Miguel locks. In the background is the Panama Railroad's Pedro Miguel station which, according to the sign, is scheduled for renovation. A fleet of mules assist every ship through the Panama Canal's locks. Four or six locomotives (depending on the size of the ship) tie on with ropes to keep the ship centered in the narrow locks. The locomotives use three rails, with the third rail being a cog rack for the steep grades the locomotives ascend between the steps in the locks. Mule PCC-78 has just ascended a steep grade at the Gatun Locks (**below**).

charter on the *Ferrocariles de Costa Rica* (FECOSA). It was the first passenger train in the country in three years, and the local people all hope that cruise ships will make the train trip a regular stop. The coaches were quaint and clean and the *ticos* (what the people of the country are called) were incredibly friendly. We had a GE diesel pulling our train, and there were three photo stops.

The following day the *Norwegian Dynasty* sailed through the Panama Canal, where we got a chance to view the locomotives (called "mules," since they replaced actual mules) helping our ship and others through the locks. There are three sets of locks on the canal — Gatun on the Atlantic side with three "steps" and Pedro Miguel (one step) and Miraflores (two steps) on the Pacific side. Four mules helped the *Norwegian Dynasty* at each of the locks. It was a fascinating operation, and from the deck of the ship there were numerous angles to shoot the mules at work.

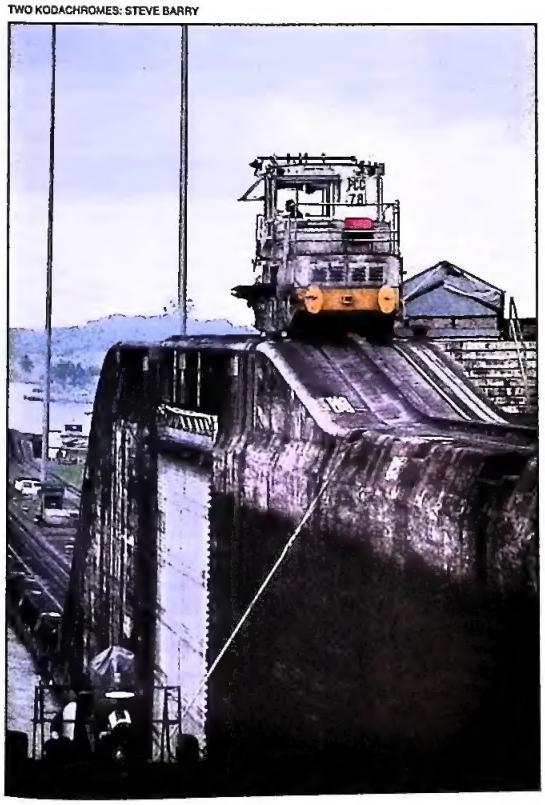
After the canal, we docked at Golfito on the Pacific side of Costa Rica. Wanting to see the rain forest, Jim, Ellen, Genie and I hired a taxi and a guide. On the way back from the rain forest we noticed an abandoned right-of-way and later an old passenger car, remnants of the railroad that once served the banana plantations in the country. Our guide Marlene (born in Philadelphia) noticed our interest in the relics and offered to take our taxi down part of the roadbed. Jim had ridden trains on the line 20 years or so previous, and he was thrilled. In Golfito we were able to shoot a Baldwin 2-8-2 on display in the park, so our little group got a "rain forest and railfan" tour.

When the cruise was first scheduled we were supposed to sail on the *Crown Majesty* and stop for a steam-powered trip in El Salvador. Less than a month before the cruise, Norwegian Cruise Lines purchased the *Crown Majesty,* renamed it *Norwegian Dynasty* and cancelled the El Salvador stop (for safety reasons, we were told). Despite that disappointment, it was still a very good trip.

One other note from the cruise — with eight of the eleven Lancaster Chapter board members on the cruise, a special meeting was called on November 1st. This was the first chapter board meeting held in the Pacific Ocean, and the purpose was to pass a resolution honoring Tom Shenk's grandfather, Christian Shenk, who was a founding member of the NRHS in 1935 but never recognized for that accomplishment.

The Lancaster Chapter is again talking cruise, this time to Alaska in spring 1999. We'll keep you posted — S.B.

TWO KODACHROMES: STEVE BARRY



Steamtown revisited

I must grudgingly admit that I visited, for the first time, the new and improved Steamtown National Historic Site. This visit followed a hiatus begun in the mid-1980s, right after my family rode an excursion train from Scranton to Moscow, Penn., and back behind Canadian Pacific 4-6-2 2317.

It was time for me to finally go back and see what had been done in the decade since my last visit. I bought for myself and my fiancee Britany what is called a passport, which cost $10 each and is good for admission to several historic northeastern Pennsylvania attractions including Steamtown.

When I walked into the rebuilt roundhouse I was like the proverbial little kid in a candy store — I didn't know where to begin. The folks at Steamtown, both the paid employees and the volunteers, have done a stellar job at updating the park. An operating turntable, live steam engines, movies, interactive displays and much more all come together to make the new Steamtown a great day trip.

Steamtown does an outstanding job of capturing the 1940s era for those of us who did not live through it by presenting the American railroad's heritage and role it played in building the country. History lesson aside, I hope Steamtown keeps improving — maybe by acquiring some more vintage freight and passenger cars? (Some more 40-foot boxcars and PS-2s with heralds from the 1940s would be neat!) With the head of steam that Steamtown's already built up, they have a clear block for new ideas and improvements— C.K.

Challenges ahead

With editor Boyd's departure this month, I am assuming the title of managing editor of RAILFAN & RAILROAD. I thank publisher Hal Carstens for his confidence in me, and I thank Jim Boyd for all he has taught me about the magazine business. Associate editor Kimler and I have ideas of what we want to do with R&R in the next several months. Some small changes have already been instituted. Most of the changes will come in the appearance of the magazine, but we are both committed to keeping the high standards in content established by Jim. We are not going to sacrafice substance for fluffery, and we are not going to change just because we can.

We will maintain the balance of contemporary diesel, main line steam, vintage topics, tourist railroads and traction that has made this magazine a favorite. We are soliciting new contributors — one of the biggest accomplishments in the year that Chris has been here is the taming of the "black hole of Newton." All material is now promptly returned, used or not, and Chris has made substantial progress in eliminating the backlog of unreturned material (in fact, Chris recently discovered my first photo submission to R&R in the files, a slide I had sent in 16 years ago!)

Chris and I look forward to the challenge. We are happy to have you, the reader, with us for the ride!

Steve

ABOVE AND BOTTOM KODACHROMES: BRUCE C. NELSON

KODACHROME: JOESEPH M. CALISI

LAKE STREET ELEVATED RR Forney No.9, the *Charles H.*, has been cosmetically restored to its original Chicago appearance by its owner, the Museum of Transportation in St. Louis, Missouri. The 0-4-0T, built in July 1893 by the Rhode Island Locomotive Works, was coupled to Chicago & South Side Rapid Transit Company car No.1 at Chicago Transit Authority's 63rd Street Lower Yard on October 10, 1997, in preparation for celebrating CTA's 50th year of serving Chicagoland and the centennial of the central business district's famous elevated loop.

CTA's OLDEST OPERABLE CARS, 4271-4272 (**below**), built by Cincinnati Car in 1923, also made an appearance for the Windy City's transportation celebration which was held at CTA's Quincy/Wells station on October 12, 1997. The cars ran around the loop for several hours while Lake Street Elevated No.9 with car No.1, and five vintage buses were on display at street level.

INTERBOROUGH RAPID TRANSIT LOW-V cars ran on an all-day excursion on September 14, 1997, over the tracks of the New York City subway, operated by the New York City Transit Authority. The vintage IRT Low-Voltage subway cars navigated various parts of the subway system including the No.6 Pelham Line and the Dyre Avenue Line. There was a lunch-break in Westchester Yard in The Bronx and even a photo stop near Co-op City (Bay Chester Avenue Station), the former site of Freedomland Amusement Park torn down in 1968.

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